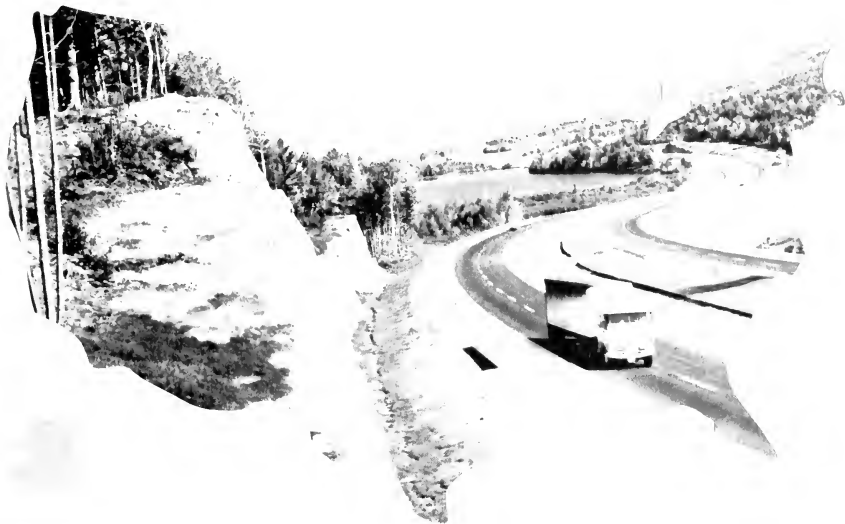


Highway Statistics

1971



Resident Population	206.2	Million
Licensed Drivers	114.4	Million
Registered Motor Vehicles	112.9	Million
Population per Vehicle	1.8	
Highway Fuel Consumed (gal.)	97.5	Billion
Gallons per Vehicle	863	
Roads and Streets (miles)	3.8	Million
Vehicle Miles of Travel	1,171.2	Billion
Revenues for Highways	\$24.0	Billion
Expenditures for Highways	\$22.5	Billion

COVER PHOTO

The Adirondack Northway,
between Pottersville, and
Keesville, Interstate 87
New York

Highway Statistics

1971



U.S. DEPARTMENT OF TRANSPORTATION
John A. Volpe, Secretary

FEDERAL HIGHWAY ADMINISTRATION
Ralph R. Bartelsmeyer, Acting Administrator

Preface

This publication was prepared by the Highway Statistics Division, Office of Highway Planning, Federal Highway Administration. The 27th of an annual series, it presents the 1971 statistical and analytical tables of general interest on motor fuel, motor vehicles, driver licensing, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1970 highway finance data for municipalities, counties, townships, and other units of local government.

The Highway Statistics series has been published annually beginning with the year 1945. Although most of the earlier editions (except for 1966, 1967, 1968, 1969, and 1970) are now out of print, much of the information presented in earlier editions is summarized in the publication *Highway Statistics, Summary to 1965* which may be purchased for \$1.25 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Contents

	<i>Table</i>	<i>Page</i>
Introduction		1
MOTOR FUEL		
Discussion		3
Analysis of motor-fuel consumption:		
Motor-fuel consumption	MF-2	4
Motor-fuel use	MF-21	5
Total motor-fuel consumption by months	MF-22	6
Highway use of motor fuel by months	MF-23	7
Nonhighway use of gasoline	MF-24	8
Highway use of special fuels by months	MF-25	9
Rates and revenues:		
State motor-fuel tax receipts	MF-1	10
Disposition of State motor-fuel tax receipts	MF-3	11
Provisions governing the disposition of State motor-fuel tax receipts ..	MF-106	12
MOTOR VEHICLES AND DRIVER LICENSING		
Discussion		30
Vehicle registration:		
State motor-vehicle registrations	MV-1	32
Publicly owned vehicles	MV-7	33
Truck and tractor-truck registrations	MV-9	34
Bus registrations	MV-10	35
Trailer and semitrailer registrations	MV-11	36
Truck and tractor-truck registrations, by weight and capacity	MV-23	37
Motor vehicles owned by the Federal Government	MV-24	66
Population, registrations, and fuel consumption—summary (chart) ..		67
Drivers' licenses:		
Motor-vehicle drivers' licenses	DL-1	68
Estimated drivers licenses in force, by sex	DL-1A	69
Rates and revenues:		
State motor-vehicle and motor-carrier tax receipts	MV-2	70
Disposition of motor-vehicle and motor-carrier tax receipts	MV-3	71
Provisions governing the disposition of State motor-vehicle and motor-carrier receipts	MV-106	72
Travel characteristics:		
Estimated motor-vehicle travel	VM-1	81
Estimated motor-vehicle travel, by highway system	VM-2	82

	<i>Table</i>	<i>Page</i>
Operation of trucks and combinations -----	HT-1	83
Speed trends by vehicle type (chart) -----		84
 FEDERAL FUEL AND AUTOMOTIVE TAXES, AND THE HIGHWAY TRUST FUND		
Discussion -----		85
Federal revenue from taxes on motor fuel, lubricating oil, and motor- vehicle use -----	FE-205	86
Federal revenue from taxes on vehicles and automotive products -----	FE-206	87
Federal taxes paid by private and commercial highway users on motor- fuel, lubricating oil, and motor-vehicle use -----	FE-7	88
Federal taxes paid by private and commercial highway users on vehicle and automotive products -----	FE-8	89
Federal tax rates on motor vehicles and related products -----	FE-101	90
Status of the Federal Highway Trust Fund -----	FE-10	91
Net revenues to the Federal Highway Trust Fund -----	FE-201	92
 HIGHWAY FINANCE		
Discussion -----		93
Highway finance summaries:		
Receipts and disbursements for highways, all units of government— summary -----	HF-10	98
Total receipts for highways, all units of government -----	HF-1	99
Total disbursements for highways, all units of government -----	HF-2	100
Federal highway finance:		
Expenditure of Federal funds administered by the Federal Highway Administration -----	FA-3	101
Federal-aid highway fund apportionments -----	FA-4	102
Receipts and expenditures for highways by Federal agencies— summary -----	FA-5	103
Funds obligated for relocation assistance -----	FR-1	104
Summary of relocation payments -----	FR-2	105
Provisions governing the allocation of Federal funds for highway purposes -----	F-106	106
Federal-aid highway construction:		
Price trends (chart) -----		111
Percentage distribution of costs on contracts awarded -----	PT-2	112
Percentage distribution of costs of projects completed -----	PT-2A	113
Average distribution of costs on contracts completed (chart) -----		114
Average bid prices of major items on contracts awarded -----	PT-3	115
Weighted average of usage factors for materials and labor -----	PT-4	116
Cost trends of highway maintenance and operations -----	PT-5	117
Cost index of highway maintenance and operations (chart) -----		117
Highway safety finance:		
Expenditure of Federal funds for highway safety programs -----	HS-1	118

	Table	Page
State highway finance:		
Disposition of receipts from State imposts on highway users -----	DF	119
Disposition of State motor-fuel tax receipts -----	MF-3	11
Disposition of motor-vehicle and motor-carrier tax receipts -----	MV-3	71
Receipts and disbursements for highways—summary -----	SF-21	120
Receipts from highway-user imposts and other income—summary ..	SF-1	121
Disbursements from highway-user imposts and other income—summary	SF-2	122
Receipts for State-administered highways -----	SF-3	123
Disbursements for State-administered highways -----	SF-4	124
Disbursements for State-administered highways, by function -----	SF-4C	125
Receipts for State-administered highways, exclusive of toll facilities ..	SF-3A	126
Disbursements for State-administered highways, exclusive of toll facilities -----	SF-4A	127
State grants-in-aid for local roads and streets -----	SF-5A	128
State receipts applicable to local roads and streets -----	SF-5	129
State expenditures and grants-in-aid for local roads and streets ----	SF-6	130
Capital outlay by State highway departments, classified by Federal-aid systems -----	SF-11	131
Expenditures within Standard Metropolitan Statistical Areas -----	SF-15	132
State obligations for highways:		
State obligations for highways, issued or assumed -----	SB-1	139
Change in State highway debt status -----	SB-2	141
Amount of State highway debt outstanding, by type of security ---	SB-2B	144
Receipts and disbursements for State highway debt service -----	SB-3	145
State toll facility finance:		
Receipts for road, bridge, and ferry toll facilities -----	SF-3B	148
Disbursements for road, bridge, and ferry toll facilities -----	SF-4B	151
Local road and street finance:		
Receipts of counties and townships for highways -----	LF-1	154
Disbursements by counties and townships for highways -----	LF-2	155
Disbursements by counties and townships, by function -----	LF-21	156
Change in status of county and township highway obligations -----	LB-2	157
Receipts of municipalities for highways -----	UF-1	158
Disbursements by municipalities for highways -----	UF-2	159
Disbursements by municipalities for highways, by function -----	UF-21	160
Change in status of municipal highway obligations -----	UB-2	161
Finances of local government parking facilities -----	UF-11	162
Receipts and disbursements for local indirect street functions -----	UF-12	163
Receipts for county and township toll facilities -----	LF-32	164
Disbursements for county toll facilities -----	LF-42	165
Receipts for municipal toll facilities -----	UF-32	166
Disbursements for municipal toll facilities -----	UF-42	167
Amount of county obligations for toll facilities -----	LB-42	168
Amount of municipal obligations for toll facilities -----	UB-42	169
Receipts and disbursements by local governments within Standard Metropolitan Statistical Areas -----	LF-14	170
Receipts and disbursements by municipalities over 50,000 population	UF-3	178

	Table	Page
MILEAGE OF PUBLIC ROADS AND STREETS		
Discussion		185
Total road and street mileage in the United States:		
Classified by system	M-1	187
Classified by system and type of surface	M-2	188
Classified by type of surface	M-3	189
Classified by administrative systems (formerly Table FM-21)	M-4	190
Classified by administrative systems within Standard Metropolitan Statistical Areas	M-5	194
Classified by States, and Federal-aid and non-Federal-aid systems	M-12	198
Classified by Federal-aid and non-Federal-aid systems	M-21	199
Mileage built by State and local highway departments:		
Mileage built on roads not on the State highway systems	OMB	200
Mileage built on State highway systems	SMB-2	201
Existing mileage of State-administered highways:		
Mileage of State-administered roads and streets, by system	SM-1	203
Mileage of State-administered roads and streets, by type of surface	SM-2	204
Mileage of State highways, by system and type of surface	SM-3	205
Surfaced mileage of State primary system—rural	SM-8	207
Surfaced mileage of State primary system—municipal extensions	SM-9	208
Surfaced mileage of State primary systems, by lanes and access control	SM-11	209
Surfaced mileage of State primary system, by average daily traffic	SM-15	210
Surfaced mileage of State primary systems, by width, access control, and average daily traffic—summary	SM-110	212
Local rural road mileage and roads under Federal jurisdiction	OM	214
Federal-aid system mileage:		
Mileage of Federal-aid highways, by system	FM-1	215
Mileage of Federal-aid highways, by type of surface	FM-2	216
Surfaced mileage of Federal-aid primary system, rural, by width and type of surface	FM-8	219
Surfaced mileage of selected Federal-aid highway systems, urban, by width	FM-9	220
Surfaced mileage of selected Federal-aid highway systems, by lanes and access control	FM-11	221
Surfaced mileage of selected Federal-aid highway systems, by average daily traffic	FM-15	223
Surfaced mileage of selected Federal-aid highway systems, by width, access control, and average daily traffic—summary	FM-110	227
Mileage built on the Federal-aid systems, by type of surface	FB-2	231
Mileage completed on projects financed with Federal-aid highway funds	FA-1	233
Federal-aid and forest highway projects completed	FA-2	234
Highway rest areas on Federal-aid highway systems	RA-1	235

	<i>Table</i>	<i>Page</i>
National System of Interstate and Defense Highways:		
Mileage of Interstate System, rural and urban, by type of surface --	INT-2	236
Surfaced mileage of Interstate System, rural, by width and type of surface -----	INT-8	237
Surfaced mileage of Interstate System, urban, by width -----	INT-9	238
Surfaced mileage of Interstate System, rural and urban, by lanes and access control -----	INT-11	239
Surfaced mileage of Interstate System, by average daily traffic -----	INT-15	240
Surfaced mileage of Interstate System, by width, access control, and average daily traffic—summary -----	INT-110	242
COMMONWEALTH OF PUERTO RICO		
Motor fuel, vehicles, finance, and mileage -----	PR-1	244

INTRODUCTION

This publication brings together annual series of selected statistical tabulations relating to highway transportation in three major areas: (1) Highway use—the ownership and operation of motor vehicles; (2) highway finance—the receipts and expenditures for highways by public agencies; and (3) the highway plant—the extent and changing characteristics of the mileage of public highways, roads, and streets in the Nation.

The arrangement of contents follows this general order, with the first three sections devoted to motor-fuel consumption and taxation; vehicle ownership and operation; and Federal excises and the Highway Trust Fund. The fourth section deals with the financing of highways by all government agencies; and the fifth section provides statistics on highway mileages. A final brief section presents statistics for the Commonwealth of Puerto Rico.

Statistics in this publication have been analyzed and reported on a calendar year basis using procedures which provide comparability of values among States. Therefore, some values reported here may differ from values reported by other agencies for similar items.

Cooperation of Federal, State, and local agencies in providing the basic data from which these statistical series are derived is acknowledged and appreciated.

While the Highway Statistics Division is responsible for the preparation of this publication, a number of the statistical summaries are prepared by other units within the Federal Highway Administration as indicated by notes on the tables involved.

Responsibility for administering the highway network of the United States, providing funds for its continued improvement and maintenance, and the regulation of its use, is a complex affair involving Federal and State agencies, together with nearly 35,000 local county, township, and municipal governments. These agencies work in concert in many ways in the management of the Nation's highway plant.

Federal agencies

The Federal Highway Administration is the principal highway agency of the Federal Government. Under the Federal-aid highway program, initiative for selecting routes eligible for improvement with Federal-aid funds rests with the States, and these routes continue to remain under the jurisdiction of the States or local governments which are responsible for administering and maintaining them as part of the State or local highway systems.

Other Federal agencies that administer continuing highway programs are the Forest Service of the Department of Agriculture and the National Park Service and the Bureau of Indian Affairs of the Department of the Interior. The Department of Defense and the Bureau of Land Management of the Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to the Federal Highway Administration to manage the construction program.

Other Federal agencies also provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army's Corps of Engineers, and the Bureau of Reclamation of the Department of the Interior expend funds for highways and bridge construction and reconstruction associated with projects involving water resources and navigable rivers. The Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds.

The Treasury Department's Internal Revenue Service collects the Federal excise taxes on motor fuel and automotive products, and those dedicated by Congress for deposit in the Federal Highway Trust Fund are transferred to the Fund by the Department of the Treasury.

State agencies

In the Federal Highway Administration's analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, are classed as State highway agencies. Other executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, motor vehicle departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, is treated as a State.

County and township governments

Statistics are included for counties, townships, and highway and road improvement districts. There are organized

county governments in all States except Connecticut and Rhode Island. (County governments in Alaska are called boroughs, and in Louisiana, parishes.) Counties, however, have little or no responsibility for roads in the New England States, in Alaska, Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. Beginning with 1970, the 10 boroughs in Alaska were divided into 2 groups, one having rural characteristics (7 boroughs), and the other predominantly urban (3 boroughs). None of the rural-type boroughs have assumed road and street functions or received State-aid for maintenance. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in ten counties, and Maryland performs this function on behalf of six counties.

Because the area of some counties is entirely or nearly comprised of incorporated cities, towns, and villages, the Federal Highway Administration classifies statistics relating to their mileage and expenditures as being on municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wisconsin.

Historically, several counties have had boundaries co-extensive with cities. These counties are: San Francisco, California; Denver, Colorado; Orleans (New Orleans), Louisiana; Suffolk (Boston), Massachusetts; Bronx, Kings, New York, Queens, and Richmond (New York City), New York; and Philadelphia, Pennsylvania. This list was augmented as a result of recent county-city mergers beginning in 1963. The purpose of the merger was to consolidate governmental functions, but the counties, in general, have retained their identities for certain administrative purposes. These counties are: Borough of Juneau (Juneau and Douglas) and Borough of Sitka (Sitka), Alaska; Duval (Jacksonville), Florida; Muscogee (Columbus), Georgia; Marion (Indianapolis), Indiana; Ormsby (Carson City), Nevada; Davidson (Nashville), Tennessee; and Norfolk (South Norfolk), Princess Anne (Virginia Beach), Virginia. Arlington County, Virginia, because it is entirely urban in character, is also classed as a municipality.

In 21 States, organized township governments exist and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin these governments are known as "towns." Although generally considered to be rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and perform functions of municipal governments. For the Federal Highway Administration's analyses, some of the townships in New England, New Jersey, and New York have been classed as municipalities. This classification was determined on the basis of population density criteria. Pennsylvania considers "townships of the first class" having a population density of 300 or more per square mile to be municipalities. Spe-

cial districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., are included in statistical summaries with those for the county and township governments.

Municipalities

Municipal governments included in summary tables, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England-type. Data for special parking authorities and commissions and municipal toll authorities are also included with those of municipal governments.

The term "urban" has been avoided in referring to these political entities and is used herein solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These Federal-aid urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions.

Individual unit statistics

In general, the statistical series present summary data only on a State-by-State basis. However, in the highway finance section, special tabulations are included also for individual toll authorities, for counties comprising Standard Metropolitan Statistical Areas, and for individual cities having 50,000 or more population.

While a number of States compile selected motor vehicle and mileage statistics on a county basis, this is not universal and tabulations of these data are, therefore, not included in this publication. Inquiries for information on a county-by-county basis should be directed to the respective State highway departments.

Duplications

Users of these data must be careful to avoid "double counting" of the statistical data that could result from the effect of intergovernmental relationships. This is particularly so with reference to tables in the finance and mileage sections, because of the overlapping of Federal-aid activities with the State and local highway activities, and the effects of grants-in-aid programs. Examples are Federal-aid payments, which are in turn reported as State receipts, and included in their expenditures; and Federal-aid highway system mileages, which are parts of the State and/or local highway systems, and are also included in those systems. Summary tables that give National statistics have been included at the beginning of the finance and mileage sections, and eliminate "double counting" or duplication. These are then followed by table series that reflect the transactions of each level of government, but which are not necessarily cumulative to National totals.

MOTOR FUEL

The tables in this section show gallons of motor fuel exempted, refunded, and taxed; the use of fuel for highway and nonhighway purposes; and motor fuel use by type of fuel. In addition there are tables that give revenues from the gallonage taxes of the States, and the fees associated with the application and enforcement of the motor-fuel tax laws.

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel, liquefied petroleum gases, and those fuels known by such names as "tractor fuel" and "power fuel" when they are used to operate vehicles on the highways.

The State tax rates range from 3.5 to 10 cents per gallon with a majority of the States charging 7 cents per gallon.

Motor-fuel tax collections

The motor-fuel tax collections for all States are given in table MF-1. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been placed in separate funds, it has been deducted in column 8 of MF-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. By the end of 1971, nine States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont and Wyoming were the only States that did not tax special fuels in 1971; however, Vermont levied special equalization fees on vehicles that use the special fuels, and Wyoming levied an additional mileage tax on special-fuel users.

The words "exemption" and "refund" have not been used interchangeably; in this publication, exemption has been applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as for agriculture, aviation, manufacturing, construction, and marine purposes.

The disposition of motor-fuel tax revenue for 1971 is given in table MF-3. The provisions governing the disposition of motor-fuel tax receipts can be found in table MF-106.

Tables MF-101 through MF-105 summarize the more important State provisions for administering gasoline and special-fuel taxes; and tables MF-107 through MF-110 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel, and the liquid-fuels inspection fees, as of January 1, 1972. These tables were last published in *Highway Statistics, 1970*.

Motor fuel use

Analyses of 1971 motor-fuel consumption are given in tables MF-2 and MF-21 through MF-25. Table MF-2, intended primarily to provide tax data for revenue analysis, shows gallonage taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables MF-21 through MF-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables MF-21 and MF-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which the tax was paid. In tables MF-21 through MF-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table MF-25 gives the 1971 highway use of special fuels by months for all States.

MOTOR-FUEL USE—1971¹Compiled for the motor-fuel year
from an analysis of motor-fuel use

(In thousands of gallons)

TABLE 99-21
MOTOR FUEL—1971

STATE	PRIVATE AND COMMERCIAL USE ²			FUEL USE			TOTAL FUEL USE			SUMMARY OF TOTAL USE			LOADED AND UNLOADED MOTOR FUEL, MARINE, ³	TOTAL QUANTITY CONSUMED STATE	STATE
	RESIDENT	NON-RESIDENT	TOTAL	FEDERAL (GOVT.)	STATE RESIDENT	NON-RESIDENT	TOTAL	AMOUNT	PERCENT CHANGE 1970	GALLONS PER MOTOR VEHICLE YEAR	NON-RESIDENT	TOTAL			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Alabama	1,743,182	35,955	1,779,137	3,361	26,321	34,935	38,596	1,772,244	7.1	867	43,699	1,824,433	9,460	1,795,893	Alabama
Alaska	86,013	2,135	88,148	2,135	1,593	6,086	8,221	86,013	2.9	669	275,336	132,626	4,337	1,784,396	Alaska
Arizona	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Arizona
California	9,659,178	178,978	9,838,156	24,332	149,277	41,435	190,712	9,838,156	3.9	798	298,434	10,134,189	47,279	30,001,435	California
Connecticut	1,209,409	19,403	1,228,812	7,158	13,847	1,929	25,874	1,209,409	1.7	716	6,193	1,215,603	80,433	1,296,036	Connecticut
Delaware	279,499	4,131	283,630	4,131	1,188	1,662	2,850	279,499	3.1	704	6,311	285,850	650	286,500	Delaware
Florida	3,500,795	119,912	3,620,707	1,086	36,863	18,998	55,861	3,500,795	8.2	791	146,310	3,733,937	39,460	3,773,337	Florida
Georgia	1,806,617	35,955	1,842,572	3,361	26,321	34,935	38,596	1,842,572	7.1	867	43,699	1,886,271	9,460	1,895,731	Georgia
Hawaii	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Hawaii
Idaho	279,499	4,131	283,630	4,131	1,188	1,662	2,850	279,499	3.1	704	6,311	285,850	650	286,500	Idaho
Illinois	2,739,971	108,467	2,848,438	2,423	29,719	2,973	32,142	2,739,971	5.8	791	146,310	2,886,283	28,656	2,914,939	Illinois
Indiana	1,438,661	31,693	1,470,354	1,478	31,693	3,999	43,170	1,438,661	7.1	867	43,699	1,482,360	9,460	1,491,820	Indiana
Iowa	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Iowa
Kansas	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Kansas
Kentucky	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Kentucky
Louisiana	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Louisiana
Maine	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Maine
Maryland	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Maryland
Massachusetts	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Massachusetts
Michigan	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Michigan
Minnesota	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Minnesota
Mississippi	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Mississippi
Montana	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Montana
Nebraska	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Nebraska
Nevada	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Nevada
New Jersey	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	New Jersey
New Mexico	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	New Mexico
New York	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	New York
North Carolina	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	North Carolina
North Dakota	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	North Dakota
Oklahoma	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Oklahoma
Oregon	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Oregon
Pennsylvania	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Pennsylvania
Rhode Island	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Rhode Island
South Carolina	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	South Carolina
South Dakota	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	South Dakota
Tennessee	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Tennessee
Texas	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Texas
Utah	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Utah
Vermont	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Vermont
Virginia	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Virginia
Washington	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Washington
West Virginia	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	West Virginia
Wisconsin	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Wisconsin
Wyoming	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Wyoming
Total of 48 Sts.	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Total of 48 Sts.
Total	1,070,314	29,968	1,100,282	1,478	31,693	3,999	35,692	1,070,282	8.1	1,024	29,968	13,436	2,135	1,852,758	Total
Percentage	94.49	3.44	97.93	0.30	1.45	0.42	1.87	97.93	2.07	86.1	3,613.39	101,460.32	837.698	382,999.48	Percentage

¹ Does not include an estimated 7.9 million gallons of aviation fuel.² For 1970, the total motor-fuel use was 1,070,314,000 gallons.³ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁵ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁶ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁷ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁸ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁰ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹¹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹² For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹³ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁴ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁵ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁶ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁷ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁸ For 1970, the total motor-fuel use was 1,070,314,000 gallons.¹⁹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁰ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²¹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²² For 1970, the total motor-fuel use was 1,070,314,000 gallons.²³ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁴ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁵ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁶ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁷ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁸ For 1970, the total motor-fuel use was 1,070,314,000 gallons.²⁹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁰ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³¹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³² For 1970, the total motor-fuel use was 1,070,314,000 gallons.³³ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁴ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁵ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁶ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁷ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁸ For 1970, the total motor-fuel use was 1,070,314,000 gallons.³⁹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴⁰ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴¹ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴² For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴³ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴⁴ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴⁵ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴⁶ For 1970, the total motor-fuel use was 1,070,314,000 gallons.⁴⁷ For 1970, the total motor-fuel use was 1,070,314,000 gallons.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS—1971¹

Compiled for the calendar year from an analysis of motor-fuel use		TABLE W-22 REVISED OCTOBER 1972 (in thousands of gallons)												TABLE W-22 REVISED OCTOBER 1972	
STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE	TOTAL
Alabama	151,069	175,205	159,117	150,331	152,078	150,305	159,117	166,204	160,856	151,420	155,742	154,969	1,825,893	Alabama	1,825,893
Alaska	8,465	9,083	10,464	10,464	12,078	13,189	12,663	12,663	12,663	12,663	10,805	9,072	134,476	Alaska	134,476
Arizona	86,079	86,079	91,925	91,925	91,925	101,458	101,458	103,236	97,640	97,640	95,544	96,888	1,142,795	Arizona	1,142,795
California	765,701	760,376	830,217	834,274	847,248	832,125	876,837	885,337	862,862	856,335	856,711	869,344	10,094,456	California	10,094,456
Colorado	107,097	96,869	110,710	111,332	114,269	119,929	120,425	117,660	113,866	111,866	115,813	117,944	1,362,944	Colorado	1,362,944
Connecticut	20,719	19,312	21,248	21,631	23,631	25,721	27,513	26,254	23,803	23,692	23,650	24,565	286,695	Connecticut	286,695
Delaware	366,343	326,985	316,185	326,137	270,001	347,944	323,637	321,668	277,393	320,356	305,971	316,517	3,770,371	Delaware	3,770,371
Florida	206,590	194,793	227,956	231,484	229,684	233,406	254,319	239,629	236,702	232,073	231,066	240,106	2,746,776	Florida	2,746,776
Georgia	19,996	19,996	19,996	21,338	25,287	22,155	23,916	24,329	21,606	22,632	22,632	22,632	264,538	Georgia	264,538
Hawaii	30,714	30,694	31,466	31,466	31,466	42,993	42,993	45,286	44,790	45,561	36,668	39,288	467,646	Hawaii	467,646
Idaho	359,793	359,793	409,219	428,124	420,154	440,153	435,172	431,143	424,475	437,666	437,666	429,022	5,049,482	Idaho	5,049,482
Illinois	206,437	205,229	224,870	234,161	243,207	261,380	256,333	251,635	241,344	240,640	248,638	247,155	2,899,209	Illinois	2,899,209
Indiana	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Indiana	1,585,291
Iowa	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Iowa	1,585,291
Kansas	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Kansas	1,585,291
Kentucky	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Kentucky	1,585,291
Louisiana	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Louisiana	1,585,291
Maine	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Maine	1,585,291
Maryland	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Maryland	1,585,291
Massachusetts	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Massachusetts	1,585,291
Michigan	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Michigan	1,585,291
Minnesota	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Minnesota	1,585,291
Mississippi	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Mississippi	1,585,291
Missouri	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Missouri	1,585,291
Montana	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Montana	1,585,291
Nebraska	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Nebraska	1,585,291
Nevada	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Nevada	1,585,291
New Hampshire	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	New Hampshire	1,585,291
New Jersey	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	New Jersey	1,585,291
New Mexico	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	New Mexico	1,585,291
New York	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	New York	1,585,291
North Carolina	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	North Carolina	1,585,291
Ohio	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Ohio	1,585,291
Oklahoma	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Oklahoma	1,585,291
Oregon	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Oregon	1,585,291
Pennsylvania	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Pennsylvania	1,585,291
Rhode Island	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Rhode Island	1,585,291
South Carolina	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	South Carolina	1,585,291
South Dakota	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	South Dakota	1,585,291
Tennessee	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Tennessee	1,585,291
Texas	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Texas	1,585,291
Utah	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Utah	1,585,291
Vermont	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Vermont	1,585,291
Virginia	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Virginia	1,585,291
Washington	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Washington	1,585,291
West Virginia	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	West Virginia	1,585,291
Wisconsin	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Wisconsin	1,585,291
Wyoming	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Wyoming	1,585,291
Dist. of Col.	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	131,437	1,585,291	Dist. of Col.	1,585,291
Total	7,694,395	7,360,090	8,174,260	8,392,794	8,666,707	9,127,666	9,226,894	9,135,176	8,649,344	8,664,176	8,656,939	8,610,144	107,298,480	Total	107,298,480

Footnote 1: This table is one of a series (W-21 through W-25) giving an analysis of motor-fuel consumption. Table W-21 gives the segregation between highway and nonhighway use; table W-22 shows the segregation between highway and nonhighway use by month; table W-23 shows the segregation between highway and nonhighway use by purpose of use; and table W-25 shows highway use of special fuels by month (see notes).

HIGHWAY USE OF MOTOR FUEL BY MONTHS—1971¹TABLE 98-23
REVISED OCTOBER 1972

Compiled for the calendar year from an analysis of motor-fuel use (in thousands of gallons)

STATE	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	147,669	135,840	146,996	153,177	144,663	156,464	156,383	146,982	151,642	152,229	1,772,744	Alabama
Alaska	8,127	8,003	8,171	9,777	9,777	10,108	9,948	9,733	9,706	7,507	103,338	Alaska
Arizona	69,137	68,876	69,472	69,673	69,413	69,657	69,498	69,289	69,060	69,084	1,101,356	Arizona
California	748,332	724,395	812,065	862,191	869,178	864,947	865,016	864,934	865,346	865,156	9,017,966	California
Colorado	103,400	108,302	116,451	111,431	115,821	116,163	112,864	109,566	110,936	114,496	1,318,716	Colorado
Delaware	20,302	22,736	23,129	22,995	25,032	25,677	23,277	22,766	23,472	24,973	279,810	Delaware
Florida	292,699	301,649	300,993	323,733	329,346	303,279	292,123	309,004	293,069	333,238	3,696,227	Florida
Georgia	131,270	129,069	128,346	128,429	129,786	129,752	121,640	124,717	127,793	137,793	1,494,752	Georgia
Hawaii	19,134	18,993	20,776	20,993	20,993	25,768	23,072	19,666	21,798	21,651	251,888	Hawaii
Idaho	29,285	29,222	25,743	34,550	30,993	33,678	41,866	34,633	33,596	31,775	393,603	Idaho
Illinois	372,657	346,247	394,908	362,018	397,504	346,737	401,305	402,138	411,217	443,200	4,672,175	Illinois
Indiana	200,000	196,630	206,846	204,094	204,239	204,577	203,918	203,918	203,918	203,918	2,376,166	Indiana
Iowa	159,080	158,136	160,295	161,358	161,358	161,358	161,358	161,358	161,358	161,358	1,912,166	Iowa
Kansas	130,864	126,725	134,358	142,507	155,995	155,995	155,995	155,995	155,995	155,995	1,724,393	Kansas
Maryland	177,890	165,496	183,213	192,287	176,217	176,217	176,217	176,217	176,217	176,217	2,000,319	Maryland
Massachusetts	325,665	329,424	334,844	344,064	377,021	391,327	363,488	401,558	367,707	376,211	4,281,278	Massachusetts
Michigan	144,656	134,595	146,328	150,339	171,033	171,033	171,033	166,732	166,732	166,732	1,950,572	Michigan
Minnesota	144,656	134,595	146,328	150,339	171,033	171,033	171,033	166,732	166,732	166,732	1,950,572	Minnesota
Mississippi	86,386	71,668	95,970	95,970	95,970	95,970	95,970	95,970	95,970	95,970	1,156,265	Mississippi
Missouri	194,456	183,902	212,775	201,818	211,033	224,264	221,762	228,243	223,094	228,098	2,576,590	Missouri
Montana	30,209	27,579	32,043	31,280	37,703	37,703	37,703	37,703	37,703	37,703	439,639	Montana
Nebraska	60,318	58,132	64,779	64,779	64,779	64,779	64,779	64,779	64,779	64,779	769,639	Nebraska
Nevada	28,177	28,177	28,177	28,177	28,177	28,177	28,177	28,177	28,177	28,177	337,477	Nevada
New Hampshire	236,453	236,453	236,453	236,453	236,453	236,453	236,453	236,453	236,453	236,453	2,837,453	New Hampshire
New Jersey	47,524	50,351	56,303	56,303	56,303	56,303	56,303	56,303	56,303	56,303	659,359	New Jersey
New York	500,934	444,579	479,504	479,504	479,504	479,504	479,504	479,504	479,504	479,504	5,895,953	New York
North Carolina	180,934	208,132	200,200	215,834	231,506	239,766	231,506	210,720	224,419	244,492	2,660,492	North Carolina
North Dakota	22,660	21,966	29,172	21,966	29,172	36,316	36,316	36,316	36,316	36,316	418,360	North Dakota
Ohio	392,771	355,741	407,365	401,112	435,895	429,240	429,240	429,240	429,240	429,240	5,135,895	Ohio
Oklahoma	113,880	127,463	127,463	127,463	127,463	127,463	127,463	127,463	127,463	127,463	1,596,466	Oklahoma
Oregon	78,021	82,150	96,027	96,027	107,106	113,737	114,813	106,789	106,789	106,789	1,185,971	Oregon
Pennsylvania	392,656	377,237	429,440	429,440	429,440	429,440	429,440	429,440	429,440	429,440	5,135,895	Pennsylvania
South Carolina	103,495	99,899	111,461	116,456	121,170	121,170	121,170	121,170	121,170	121,170	1,374,170	South Carolina
South Dakota	28,368	28,368	28,368	28,368	28,368	28,368	28,368	28,368	28,368	28,368	337,636	South Dakota
Tennessee	166,617	140,771	166,205	182,259	176,877	167,623	170,947	170,947	170,947	170,947	2,046,539	Tennessee
Texas	499,849	502,694	557,006	569,993	600,993	609,147	581,878	540,841	564,861	598,761	6,710,232	Texas
Utah	41,279	40,565	45,469	45,469	45,469	45,469	45,469	45,469	45,469	45,469	546,532	Utah
Vermont	17,974	16,948	17,974	16,948	16,948	16,948	16,948	16,948	16,948	16,948	206,318	Vermont
Virginia	171,202	192,109	192,109	192,109	192,109	192,109	192,109	192,109	192,109	192,109	2,376,166	Virginia
Washington	116,795	116,795	116,795	116,795	116,795	116,795	116,795	116,795	116,795	116,795	1,374,170	Washington
West Virginia	95,971	95,971	95,971	95,971	95,971	95,971	95,971	95,971	95,971	95,971	1,156,265	West Virginia
Wisconsin	149,228	149,228	149,228	149,228	149,228	149,228	149,228	149,228	149,228	149,228	1,792,166	Wisconsin
Wyoming	20,226	20,226	20,226	20,226	20,226	20,226	20,226	20,226	20,226	20,226	243,243	Wyoming
Total	7,465,995	7,128,265	7,994,676	8,061,290	8,595,598	8,700,428	8,650,209	8,295,446	8,333,446	8,350,192	97,947,842	Total

¹/ This table is of a series (98-23 through 98-25) giving an analysis of motor-fuel consumption. Table 98-21 gives the segregation between highway and nonhighway uses. Table 98-22 shows total consumption by month, table 98-24 shows nonhighway use of gasoline by purpose of use, and table 98-25 shows highway use of special fuels by month (see notes to table 98-21). Table 98-23 shows a segregation by month of the total highway use reported in column 98-21.

PRIVATE AND COMMERCIAL NONHIGHWAY USE OF GASOLINE—1971¹Compiled for the calendar year
from an analysis of motor-fuel use

(In thousands of gallons)

TABLE MF-24
REVISED OCTOBER 1972

STATE	CLASSIFIED								UNCLAS- SIFIED	TOTAL NON- HIGHWAY USE 4/	STATE
	AGRICUL- TURAL USE	OTHER USES						TOTAL			
		AVIATION	INDUSTRIAL AND COMMERCIAL 2/	CONSTRUC- TION 2/	MARINE 3/	MISCEL- LANEOUS	TOTAL				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
Alabama	8,500	6,428	-	-	11,312	96	17,836	26,336	8,619	34,955	Alabama
Alaska	-	8,587	8,809	-	5,946	-	25,742	22,742	3,271	26,013	Alaska
Arizona	11,668	7,512	6,011	1,765	6,996	437	22,721	34,349	-	34,349	Arizona
Arkansas	11,098	6,648	-	-	6,500	-	13,148	24,236	1,752	25,988	Arkansas
California	54,177	5/ 42,738	2,944	8,613	55,016	15,520	124,801	178,978	-	178,978	California
Colorado	39,677	7,190	2,018	1,606	4,530	1,811	17,175	56,852	-	56,852	Colorado
Connecticut	1,760	2,574	3,380	3,796	7,761	132	17,643	19,403	-	19,403	Connecticut
Delaware	2,317	251	1,673	-	930	-	2,854	5,171	-	5,171	Delaware
Florida	5,139	50,768	-	-	27,738	-	78,506	83,645	44,267	127,912	Florida
Georgia	4,364	13,086	-	-	17,400	-	30,486	34,850	5,411	40,261	Georgia
Hawaii	2,540	2,268	-	-	1,990	-	4,258	6,798	1,859	8,657	Hawaii
Idaho	32,987	3,249	2,050	-	3,477	-	6,776	11,763	-	11,763	Idaho
Illinois	251,482	4,155	11,578	10,319	25,173	430	51,655	303,137	-	303,137	Illinois
Indiana	63,963	8,160	5,397	2,264	18,238	6,348	40,497	104,460	-	104,460	Indiana
Iowa	181,697	6,039	5,037	798	10,324	175	28,373	204,070	-	204,070	Iowa
Kansas	110,540	6,783	6,242	2,392	6,378	1,275	23,070	133,610	-	133,610	Kansas
Kentucky	11,073	3,953	-	-	7,875	-	11,888	22,901	3,402	26,303	Kentucky
Louisiana	11,691	9,763	-	-	12,369	-	22,114	33,805	11,055	44,860	Louisiana
Maine	4,422	1,756	275	-	3,849	-	5,880	10,302	-	10,302	Maine
Maryland	7,104	3,219	2,905	-	9,403	298	15,825	22,929	-	22,929	Maryland
Massachusetts	1,202	4,565	2,870	-	12,259	-	19,604	20,896	-	20,896	Massachusetts
Michigan	50,857	4,899	52,952	2,620	39,069	-	99,440	150,927	-	150,927	Michigan
Minnesota	134,093	5,767	6,561	-	16,264	1,639	30,233	164,324	-	164,324	Minnesota
Mississippi	10,710	7,569	2,408	-	7,953	-	17,930	28,640	-	28,640	Mississippi
Missouri	109,246	4,705	7,750	-	17,480	-	29,935	139,181	-	139,181	Missouri
Montana	24,298	972	-	-	2,661	-	3,633	27,931	2,756	30,687	Montana
Nebraska	60,739	4,546	3,171	-	3,701	-	11,418	72,157	-	72,157	Nebraska
Nevada	5,030	3,516	405	858	3,446	1,144	9,369	14,399	-	14,399	Nevada
New Hampshire	605	1,074	517	343	1,523	-	3,457	4,066	-	4,066	New Hampshire
New Jersey	5,442	2,175	9,589	-	19,612	2,342	33,718	39,160	17,571	56,731	New Jersey
New Mexico	6,015	2,671	2,483	420	2,497	1	13,672	108,354	-	112,640	New Mexico
New York	38,922	4,974	83,874	8,658	51,996	4,747	154,249	193,171	-	193,171	New York
North Carolina	32,545	4,088	7,483	1,838	17,736	1,123	32,368	64,813	-	64,813	North Carolina
North Dakota	102,187	2,610	1,671	-	1,886	-	6,167	108,354	4,295	112,649	North Dakota
Ohio	53,638	13,130	19,240	9,701	30,498	951	73,520	127,158	-	127,158	Ohio
Oklahoma	20,421	9,543	-	-	10,116	-	19,659	40,080	-	40,080	Oklahoma
Oregon	14,681	3,825	10,827	-	10,887	-	25,539	40,220	-	40,220	Oregon
Pennsylvania	56,535	10,262	-	-	17,909	-	27,771	84,306	84,793	169,099	Pennsylvania
Rhode Island	111	3,637	2	-	5,219	-	8,858	8,969	-	8,969	Rhode Island
South Carolina	12,181	4,198	-	-	10,334	-	14,532	26,713	-	26,713	South Carolina
South Dakota	66,735	1,905	240	-	1,847	-	3,992	90,727	-	90,727	South Dakota
Tennessee	1,626	-	-	-	16,074	199	18,199	27,167	-	27,167	Tennessee
Texas	58,377	38,688	2,325	3,520	49,834	19,233	113,600	171,977	1,182	173,159	Texas
Utah	10,724	2,304	-	-	2,978	-	5,282	16,006	5,760	21,766	Utah
Vermont	2,417	237	-	-	1,751	-	1,988	4,405	189	4,594	Vermont
Virginia	14,206	5,038	1,077	8,592	12,472	571	27,750	41,956	-	41,956	Virginia
Washington	13,289	4,309	8,316	-	13,604	550	26,779	40,068	-	40,068	Washington
West Virginia	2,465	1,557	1,607	-	2,006	-	5,170	7,635	-	7,635	West Virginia
Wisconsin	85,125	4,072	11,875	-	16,621	76	32,644	117,796	-	117,796	Wisconsin
Wyoming	76,768	5,930	-	-	1,510	-	7,400	34,255	1,669	35,927	Wyoming
Dist. of Col.	-	-	-	-	790	-	790	790	2,014	2,804	Dist. of Col.
Total	1,864,708	5/ 359,549	294,412	68,143	645,428	59,400	1,426,932	3,291,640	199,865	3,491,505	Total

1/ This table is one of a series (MF-21 through MF-25) giving an analysis of motor-fuel consumption. Table MF-21 gives the segregation between highway and nonhighway use; table MF-22 shows total consumption by month; table MF-23 shows highway use by month; and table MF-25 shows highway use of special fuels by month (see notes to table MF-21). Table MF-24 shows the gallons of gasoline used for nonhighway purposes reported in column 2 of MF-21, insofar as data or estimates were available.

2/ "Construction" is included with "industrial and commercial" in the classification of some States.

3/ Recent studies and other sources were used by the Federal Highway Administration to make estimates of marine use for States where information was either unavailable or incomplete.

4/ Data on private and commercial nonhighway use of gasoline were obtained mainly from an analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) many States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of exemptions or refunds according to use, (4) one State, Vermont, does not allow exemptions or refunds for nonhighway use of gasoline. It was necessary to estimate a portion, or all, of the nonhighway use for all States except Arizona. The data shown for many States include estimates of marine use; see footnote 3.

5/ Much of the fuel consumed by large aviation users, who are licensed distributors, is not included in tables MF-21, MF-22, and MF-24. This use was not required to be reported and did not enter the State's taxing channels.

6/ Does not include an estimated 7.9 billion gallons of aviation jet fuel.

HIGHWAY USE OF SPECIAL FUELS BY MONTHS-1971¹

Compiled for the calendar year
from an analysis of motor-fuel use

(In thousands of dollars)

TABLE MF-25
DECEMBER 1972[illegible]

STATE MOTOR-FUEL TAX RECEIPTS—1971¹

Compiled for the calendar year from reports of State authorities and other sources

TABLE 90-1
REVISED OCTOBER 1972

STATE	TAX RATE ON DECEMBER 31, 1971 (IN CENTS PER GALLON)		RECEIPTS FROM TAXATION OF MOTOR FUEL (IN THOUSANDS OF DOLLARS)										OTHER RECEIPTS (IN CONNECTION WITH MOTOR-FUEL TAX)				ADDITIONAL TOTAL RECEIPTS	STATE
	GASOLINE	DIESEL	GASOLINE TAXED BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE	ADDITIONAL RECEIPTS BY STATE		
Alabama	7.5	6.0	124,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	135,043	Alabama
Alaska	7.5	6.0	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	76,130	Alaska
Arizona	7.5	6.0	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	86,479	Arizona
California	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	California
Colorado	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Colorado
Connecticut	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Connecticut
Delaware	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Delaware
Florida	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Florida
Georgia	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Georgia
Idaho	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Idaho
Illinois	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Illinois
Indiana	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Indiana
Iowa	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Iowa
Kansas	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Kansas
Kentucky	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Kentucky
Louisiana	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Louisiana
Maine	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Maine
Maryland	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Maryland
Massachusetts	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Massachusetts
Michigan	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Michigan
Minnesota	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Minnesota
Mississippi	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Mississippi
Missouri	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Missouri
Montana	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Montana
Nebraska	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Nebraska
Nevada	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Nevada
New Jersey	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	New Jersey
New Mexico	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	New Mexico
New York	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	New York
North Carolina	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	North Carolina
North Dakota	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	North Dakota
Ohio	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Ohio
Oregon	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Oregon
Pennsylvania	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Pennsylvania
Rhode Island	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Rhode Island
South Carolina	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	South Carolina
South Dakota	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	South Dakota
Tennessee	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Tennessee
Texas	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Texas
Utah	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Utah
Vermont	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Vermont
Washington	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Washington
West Virginia	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	West Virginia
Wisconsin	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Wisconsin
Wyoming	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Wyoming
Total	7.5	6.0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Total

¹ This table includes the revenues from State taxes on all motor-vehicle fuels. In most States, however, the tax on diesel fuel is levied on a per gallon basis, rather than on a per gallon basis. The tax on diesel fuel is levied on a per gallon basis in the following States: Alaska, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

² The tax on diesel fuel is levied on a per gallon basis in the following States: Alaska, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

³ The tax on diesel fuel is levied on a per gallon basis in the following States: Alaska, Arizona,

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS—1971

TABLE MF-3
SEPTEMBER 1972

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

61

[illegible]

1. See Table M9-1 for details of receipts.

Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general funds of the State. Funds for administering the motor-fuel tax laws were allocated from general funds of the State. Funds for administering the motor-fuel tax laws were allocated from general funds of the State.

¹ *Id.* at 1000-01 (quoting *Id.* at 999-1000).

2/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues.

in a common fund from which a distribution is made. This table includes both specific allocations and pro-rata allocations for highways out of State general funds, and the amounts so offset are included with allocations for other-use portions of the amounts distributed from the common fund.

4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid, in many States and local highway purposes. State and local highway revenues are placed in the State general fund, and R-1 motor-fuel revenues are placed in the State general fund, in many States.

States; funds allotted for 'county and township roads' may ultimately have been used in part for municipal purposes.

2/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties). Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on automobiles.

counties, and W. Va.

Based on information obtained from State authorities and on the laws of the several States.

[illegible]

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities

TABLE MP-106
ENRGT 2 OF 18 ENRGT
REVISED JANUARY 1, 1975

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	SUBJECTS OF EXPENDITURE	REMARKS
CALIFORNIA (Continued)			
Arrowsmith Account	Appropriation	Refund, provide share of collection expense, administrative expense of Division of Motor Vehicle Administration, and maintenance of small craft harbor and facilities.	Generally the portion of receipts is the motor vehicle fuel element attributable to agricultural off-highway use of motor vehicle fuel.
Small Craft Harbor Development Fund	Appropriation	Operating airports.	
Appellators Tax Account	Amount Required	Payment of refund.	
Highways/State Tax Account	Amount Required	For distribution as follows: 50% to State funds.	A sum equal to the net revenue derived from 1,650 cents per gallon tax is apportioned to counties: (a) 10% to the State Highway Fund; (b) 10% to the State General Fund; (c) 70% (of 1,650 cents per gallon) to the several counties in proportion to the number of miles of maintained county roads in each county shall be. The number of miles of maintained county roads in each county shall be ascertained by the State Highway Department and the State Highway Engineer. The amount of the apportionment shall be determined by multiplying the number of miles of maintained county roads in each county by the amount of the apportionment to the several counties under (c) above.
City and County	\$0.0075 Per Gallon	Work on city streets.	
City and County	\$0.0100 Per Gallon	Engineering and administrative costs - city streets.	
State Highway Fund	The residue	Acquisition of right-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.	
Agriculture Fund	Amount Required	Payment of refund.	
State Treasurer	Amount Required	Refund of motor-fuel tax.	
Highway User Tax Fund	All Net Receipt	For distribution as follows: Collection and administration of motor fuel tax and motor vehicle fees.	
State General Fund	Amount Required	Highway grade crossing protection.	
Highway Crossing Protection Fund	\$10.0000 Per Gallon	State police expense.	
State Patrol	Appropriation	State police expense.	
State of Highway Administration	Amount Required	Night services on State highway main and minor, State highway construction, maintenance, and administration.	
State Highway Fund	25 Percent	May also be used on State highways.	
County	9 Percent	Construction, maintenance, and administration of the city street systems. Funds may also be used on State highways.	
City and Incorporated Towns	9 Percent	Construction, maintenance, and administration of the city street systems. Funds may also be used on State highways.	
CONNECTICUT			
State Comptroller	Amount Required	Refund of motor-fuel tax.	
The Department	\$2,750,000 Annual Requirement	Collection, administration, and auditing.	
State Highway Fund	Amount Required	Construction, reconstruction, improvement, and maintenance of local roads and streets.	
Town-Aid Fund (Improved Road Grant)	\$1,000,000 Per Year	Collection of motor vehicle revenue, administration of drivers licenses, title transfer, and expense of State Police Department.	
Town-Aid Fund (Unimproved Road Grant)	\$275,000 Annual Requirement	State highways: maintenance and administration of State highways; maintenance and operation of Connecticut Turnpike; expense of Highway Safety Commission; engineering and supervision on Turnpike roads.	
Motor Vehicle Department	\$2,750,000 Per Year	For State general purposes.	
State Police Department	\$2,750,000 Per Year		
State General Fund	2 Cent MotorFuel Tax		

16

TABLE W7-106
SHEET 5 OF 18 SUBMITTAL

[illegible]

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

based on information obtained from State authorities and on the laws of the several States

TABLE W-106
SHEET 7 OF 18 SHEETS
EFFECTIVE JANUARY 1, 1973

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

based on information obtained from State authorities
and on the laws of the several States

TABLE NO. 106
EXHIBIT 8 OF 18
EFFECTIVE JANUARY 1, 1975

NAME OF FUND OR CATEGORY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	SOURCES
MICHIGAN (Continued)			
Water Vehicle Fuel Collection and Refund Account Department of Natural Resources	Amount Required 3/4 of 1 Percent of Motor Fuel Tax 52 Percent	Costs of collection and refunds of motor-vehicle fees. Acquisition and development of parks, game and fish conservation, etc.	Intended to represent fuel used in motorboats.
Trunk Highway Fund	29 Percent	Post service on trunk highway bonds. Construction, maintenance, and administration of trunk highway system, including municipal extensions, and support of State Highway Bureau. Maintenance and improvement of county roads including roads in municipalities of less than 7,000 population. Funds are also used to match Federal-aid Secondary Roads.	Amount retained after deducting first year for debt service is transferred to Trunk Highway Sinking Fund. This fund also receives revenue from certain motor-vehicle fees (see table on page 106). The fund also receives revenue from certain motor-vehicle fees (see table on page 106). The fund also receives revenue from certain motor-vehicle fees (see table on page 106).
County-State Aid Highway Fund			
Municipal-State Aid Fund	9 Percent	Construction and maintenance of roads in municipalities of 7,000 or more population.	Amount retained after deducting first year for debt service is transferred to Trunk Highway Sinking Fund. This fund also receives revenue from certain motor-vehicle fees (see table on page 106). The fund also receives revenue from certain motor-vehicle fees (see table on page 106).
Trunk Highway Fund	5 Percent of 1/2 of 1 Percent of Motor Fuel Tax 21 Percent Unexpended Tax on Violation Fund	Same as 62 percent of first 99 percent of available fund. Repair and restoration of former trunk highways reverted to counties. Construction and maintenance of former trunk highways reverted to municipalities. Aviation purposes.	Amount retained after deducting first year for debt service is transferred to Trunk Highway Sinking Fund. This fund also receives revenue from certain motor-vehicle fees (see table on page 106). The fund also receives revenue from certain motor-vehicle fees (see table on page 106).
State Highway Department Fund	1/2 Cent One Two Mill Other Cities 30 Percent	Construction and reconstruction of highways or debt service on highway bonds. Construction and reconstruction of highways or debt service on highway bonds. Collection, administration and refunds of tax. Construction and improvement of airports. To defray expenses of the commission.	Eligible refunds are on a graduated scale based on quantity for which tax was paid in previous year. The amount of refund is based on the amount of tax paid in previous year. The amount of refund is based on the amount of tax paid in previous year.
Motor Vehicle Compulsory Account Aeronautics Commission Fund	Amount Required 1 Cent of The Tax on Motor Fuel Appropriation	Debt service on State Highway bonds. Debt service on small bonds, small construction and maintenance (as road protection in some counties).	The 39 percent shall be retained to a larger percentage if the 39 percent should reduce any county to a lesser amount than that received in the fiscal year immediately preceding the year of appropriation made by the Legislature.
State Highway Department Fund	2 1/4 Cent Per Gallon Based on 100,000 Gallons of Motor Fuel Tax	Debt service on small bonds, small construction and maintenance (as road protection in some counties).	This allocation has priority over all others, but is deducted from the 9 1/4 returned to Monroe, Harrison and Jackson Counties.
County Road Protection Fund - County Counties		State highway construction, maintenance and administration. Municipal streets and related usage.	Distributed on a per capita basis - the amount paid out of the 9 1/4 when added to the amount paid out of the 9 1/4 below cannot exceed \$60,000 to any one county.
Municipal Aid Fund	The Residue	Debt service on small bonds, small construction and maintenance (as road protection in some counties).	1/3 of product of the total population of all incorporated municipalities in each county times 70 cents - the amount of allocations shall not be more than any one county's share and shall not exceed 70 percent of any one county's year.
County Road Protection Fund - County Counties		Debt service on small bonds, small construction and maintenance (as road protection in some counties).	This fund set up for the distribution of motor-fuel tax receipts. Fifty percent of motor-fuel tax receipts shall be distributed to all municipalities in State. Fifty percent on ratio of county road to total value of county road in State. Fifty percent on ratio of county road to total value of county road in State. Fifty percent on ratio of county road to total value of county road in State.
Municipal Aid Fund		Debt service on small bonds, small construction and maintenance (as road protection in some counties).	Distributed on ratio of population of city, town or village share to the total population of the State. The amount of allocations shall not be more than any one county's share and shall not exceed 70 percent of any one county's year.
County Road Protection Fund - County Counties		Debt service on small bonds, small construction and maintenance (as road protection in some counties).	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues.
State Road Fund	The Residue	Debt service on small bonds, small construction and maintenance (as road protection in some counties).	Expended under direction and appropriation of State Highway Commission.

TABLE 47-106
SHEET 9 OF 18 SHEETS
EFFECTIVE JANUARY 1, 1973

(continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MF-106
SHEET 11 OF 18 SHEETS
EFFECTIVE JANUARY 1, 1973

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	SOURCE
NEW JERSEY (Continued) County and Municipal Aid for Lighting State Department of Transportation, Division of Local Government Aid	\$500,000 \$1,212,374	Maintenance of highway safety lighting on the State highway system. Administration of State-aid secondary program.	This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting until it is approved by the State.
NEW MEXICO, Tex.: 7 Cents, All Motor Fuel Gasoline Tax Surplus Fund State General Fund	All 5 Percent	For refund and disposition of gasoline as follows: Administration	The Bureau of Revenue allocation for administration is provided by legislative appropriation. The balance of the fund is available for the purchase of motor vehicle gasoline collections are credited to the State General Fund. (General Fund Support State Highway Policy).
Motorboat Fuel Tax Fund	0.2 Percent Remaining Portion of 1 Cent	Construction, improvement, and furnishing of boating and related facilities in the State.	Allocated among the municipalities and local counties in the proportion to sales.
Municipalities	10 Percent	Municipal general purposes unless otherwise pledged.	Allocated among the counties in the proportion to sales outside incorporated municipalities.
Counties	10 Percent	County general purposes.	
State Aviation Fund	Remaining Portion of 1 Cent	Construction and development of public airport facilities.	
Highway Subsidies Fund	10 Percent	Debt service on outstanding highway disbursements.	Monthly allotments are made to this fund from the Gasoline Tax Surplus Fund.
State Road Fund	10 Percent	Maintenance, construction, and improvement of State highways and park and recreation roads and matching Federal allotment under Federal-aid road law.	Distribution among the municipalities and local counties in the proportion to sales outside incorporated municipalities.
Motor Transportation Surplus Fund	All	For disposition of special fund as follows:	Monthly allotments are made to this fund from the Motor Transportation Surplus Fund.
Municipalities	10 Percent	Municipal general purposes unless otherwise pledged.	Monthly allotments are made to this fund from the Motor Transportation Surplus Fund.
Counties	10 Percent	County general purposes.	Monthly allotments are made to this fund from the Motor Transportation Surplus Fund.
State Road Fund	6 Cents All	Maintenance, construction, and improvement of State highways and park and recreation roads and matching Federal allotment under Federal-aid road law.	Monthly allotments are made to this fund from the Motor Transportation Surplus Fund.
NEW YORK, Tex.: 7 Cents, Gasoline and 1.00 5 Cents, Steel State Comptroller	Amount Required \$1,000,000 \$1,000,000	Refunds of tax.	The Law, Section 394d
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
State Purpose Fund	10 Percent	Remained for appropriation for highway maintenance and repair.	See State Purpose Fund (below).
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	For distribution, see below.
Local Assistance Fund	10 Percent	Local assistance on State highway obligations.	For distribution, see below.
County Assistance Fund	10 Percent	County assistance on State highway obligations.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities

[illegible]

(continue)

Based on information obtained from State authorities and on the laws of the several States

[illegible]

based on information obtained from State authorities
based on the laws of the several States

TABLE MY-106
SHEET 17 OF 18 SHEETS
EFFECTIVE JANUARY 1, 1973

[illegible]

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	SOURCE
MICHIGAN (Continued)			
County**	\$1,500,000 Plus \$60 per mile	Construction and maintenance of county trunk highways, including snow removal, street lighting, and maintenance of bridges, culverts, and drainage systems; purchase of land for park roads, or payment of interest or principal on town, village, or city bonds issued for construction of bridges carrying 1,500 vehicles or more per day.	§15,000,000 allocated to counties, 50 percent on basis of motor-vehicle registration; 50 percent on basis of population; 50 percent on basis of motor-vehicle tax; amounts so awarded are to be retained by or paid to and expended by respective funds; amounts so awarded are to be retained by or paid to and expended by respective funds; amounts so awarded are to be retained by or paid to and expended by respective funds.
Town, Village, Cities, and Counties	\$500,000	Flood damage aid.	
Highway Commission	\$1,050,000	Apportioned on county basis for construction of State trunk highway retirement of county bonds issued for construction of State trunk highway and extensions.	
	\$1,500,000	Improvement of connecting streets and urban State trunk highway.	
	\$1,000,000	Construction and maintenance of State park, forest, and recreational roads and public access roads to navigable water.	
	\$300,000	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
	\$750,000	Redeemed grade crossing protection \$400,000; roadside improvements \$300,000; and other highway improvements \$50,000.	
	\$15,937,700	Administration and operation of State trunk highway system, including surveys, engineering, and maintenance of bridges, culverts, and drainage systems; purchase of land for park roads, or payment of interest or principal on town, village, or city bonds issued for construction of bridges carrying 1,500 vehicles or more per day.	
Highway Commission	The Balance	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
Town, Village, and Cities	10 Percent	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
County	10 Percent	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
Highway Commission	66 2/3 Percent	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
Town, Village, and Cities	23 1/3 Percent	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
County	10 Percent	State's portion of cost of interest and interest-free bridges not on State trunk highway.	
MINNESOTA			
Primary, Secondary and Forest Road Fund	100,000,000	Repairs, construction and reconstruction of primary, secondary and forest roads.	
State Board of Equalization	100,000,000	Collection and administration of tax, refund of unmet tax.	
County One Day Road	100,000,000	Construction and maintenance of county roads, and debt service on highway obligations.	
Cities and Towns	2 Percent	Construction and maintenance of streets and alleys in cities and towns of more than 1,500 population.	
State-County Road Construction Fund	10 Percent	Construction of county roads.	
County Farm-to-Market Road Fund	66 Percent	Construction of farm-to-market roads.	
Incorporated Cities and Towns	25 Percent	Construction and maintenance of streets and alleys.	
Unincorporated Cities and Towns, and Counties	Amount Required	Collection and administration of tax.	
Cities Working Airports	Amount Required	Construction and maintenance of airports.	
SOUTH CAROLINA			
State Treasury	Amount Required	Repairs of tax.	
Highway Fund, Department of Highway and Traffic	Amount Required	Administration of department of highway and traffic; construction and maintenance of highways, roads, streets, and alleys; expense of the department in Motor Vehicle.	

MOTOR VEHICLES AND DRIVER LICENSING

Vehicle registrations

The annual vehicle registration date varies among the States. Sixteen use the calendar year for registering all vehicles, seven for trucks only, and three for automobiles only. Thirteen States register their automobiles on a "staggered" basis, and one registers all of its vehicles in this manner. The "staggered" system permits a distribution of the renewal workload into all months. Twelve States register all of their vehicles in March or April, two use these months to register automobiles only, and four register trucks only during March and April. The remaining States use other dates from the middle to the latter part of the year. Most States allow pre-registrations or permit "grace periods" to better distribute the annual registration workload.

In order to present vehicle registration data uniformly for all States, the information is shown as nearly as possible on a calendar year basis. The registrations reported exclude transfers and reregistrations, and any other factors, insofar as possible, that could otherwise result in duplications in the vehicle counts.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Many differences exist among the States in the definition and registration of taxicabs, station wagons, and other special types of vehicles, and in some instances the Federal Highway Administration has supplemented the data supplied by the States with information obtained from other sources.

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, 10, and 11, respectively. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations, or satisfactory weight and capacity groupings of trucks and combinations. For 1971, data are available from 44 States on the weights and

capacities of commercial vehicles. This information is published in table MV-23.

Registrations of publicly owned motor vehicles are reported in table MV-7, and table MV-24 provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

Registration taxes and fees

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3. The legal or administrative provisions governing the disposition of State motor-vehicle and motor-carrier receipts can be found in table MV-106.

Driver licenses

Every State requires that motor vehicle drivers pass a written or oral test, a vision test, and a driving test before a license can be issued. These licenses are periodically renewed and terms range from 1 to 5 years.

For new drivers, a learners permit or a learning license must be obtained in all but one State in order for the learner to operate a vehicle on the public highway. The minimum age for learners is 14 in nine States, and 15 or more in the remaining States. Two States permit the unlimited operation of a vehicle by a 15-year-old driver, 20 States require drivers to be 16 years old, 4 States license drivers at 17 years old, and 25 States require that a driver be 18 years old or older before he can qualify for unlimited vehicle operation. However, 24 States permit a lower driving age if an approved driver education course has been completed. The limitations for younger drivers vary from use during daylight hours and only for certain distances to use as needed for

school or employment. In 1971, approximately 8.7 percent of all drivers in the United States were 19 years old and under and there were approximately 76.8 drivers per 100 driving age population.

A series of tables titled "Driver License Administration Requirements, and Fees" has been issued by the Federal Highway Administration under separate cover. That series DL-101 through 105 shows the administration, terms, age requirements, restrictions on juveniles, examination and renewal requirements, reciprocity among the States, items included on the driver license, fees, and requirements for reinstatement after cancellation or revocation.

In this publication table DL-1 shows the number of motor vehicle driver licenses issued during the current year, by each State; also shown are estimates of the number of motor vehicle driver licenses in force at the end of the year. Table DL-1A shows the number of motor vehicle driver licenses in force during the current year, by State, and by the sex of driver.

Vehicle and Travel Characteristics

Table VM-1 shows the estimated travel in 1971 by passenger cars, motorcycles, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and their motor fuel consumption. In addition, for each type of vehicle, the table shows the calculated average annual miles of travel, the consumption of motor fuel, and the

average miles of travel per gallon of fuel consumed. Table VM-2 shows the 1971 travel by State and highway system.

The basic data used in developing tables VM-1 and VM-2 are provided by the State highway departments and reported to the Federal Highway Administration. Annual vehicle-miles for each highway system are reported in a tabulation of "Statewide Mileage, Travel, and Nonfatal and Fatal Injury Accidents" and summarized in table VM-2. Data from the "Annual Trucking Characteristics Study" are used to distribute the travel by vehicle type as reported in table VM-1.

Table HT-1 presents information by Census Divisions on loading of trucks and frequencies of heavy loads on the main rural roads of the United States. Data for 1969 and 1970 are compared.

The highway use of motor fuel and the motor-vehicle registrations shown in tables MF-21 and MV-1, respectively, of this publication are used in obtaining the related items of average miles traveled per vehicle, average fuel consumption per vehicle, and average miles traveled per gallon of fuel consumed.

Numerous factors are considered in estimating the fuel consumption of each major vehicle group. These include the numbers of vehicles of each type, the characteristics of equipment that affect fuel consumption, and the operating weight distribution of the vehicles.

STATE MOTOR-VEHICLE REGISTRATIONS—1971¹Compiled for the calendar year from reports of State authorities and other sources ^{2/}TABLE W-1
REVISED SEPTEMBER 1972

STATE	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF 1971 WITH VEHICLE REGISTRATIONS, 1970-1971			NOTE: CHANGES		
	PRIVATE AND COMMERCIAL (EXCLUDING TAXICABS)	PUBLICLY OWNED	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED	TOTAL	1971	1970	1969	PERCENTAGE CHANGE	PERCENTAGE CHANGE	PERCENTAGE CHANGE
Alabama	1,650,059	6,207	1,656,266	1,080	5,741	1,085,741	1,049	140,445	1,190,186	1,049	140,445	1,190,186	1,049	140,445	1,190,186	1,049	140,445	1,190,186
Alaska	100,182	1,342	101,524	973	13	1,013	13	13	1,013	13	13	1,013	13	13	1,013	13	13	1,013
Arizona	764,265	4,452	768,717	3,127	1,389	4,516	3,127	1,389	4,516	3,127	1,389	4,516	3,127	1,389	4,516	3,127	1,389	4,516
Arkansas	1,015,913	68,381	1,084,294	12,417	9,075	21,492	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
California	1,107,143	1,739	1,108,882	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Colorado	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Connecticut	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Delaware	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Florida	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Georgia	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Idaho	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Illinois	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Indiana	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Iowa	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Kansas	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Kentucky	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Louisiana	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Maine	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Maryland	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Massachusetts	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Michigan	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Minnesota	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Missouri	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Montana	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Nebraska	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Nevada	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
New Hampshire	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
New Jersey	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
New Mexico	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
New York	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
North Carolina	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
North Dakota	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Ohio	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Oklahoma	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Oregon	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Pennsylvania	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Rhode Island	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
South Carolina	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
South Dakota	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Texas	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Utah	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Vermont	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Virginia	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Washington	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
West Virginia	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Wisconsin	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Wyoming	1,210,111	1,739	1,211,850	2,718	1,802	4,520	2,001,935	108,819	2,110,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754	1,986,416	123,338	2,109,754
Total	82,301,471	499,009	82,800,480	209,127	159,156	368,283	1,180,363	997,167	2,177,530	1,180,363	997,167	2,177,530	1,180,363	997,167	2,177,530	1,180,363	997,167	2,177,530

^{1/} For additional details of privately owned vehicles and trailers registered, see table W-2.

^{2/} Where the registration year is more than one month removed from the calendar year, the year is given. Where the registration year is more than one month removed, registrations are given for the year.

^{3/} Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are excluded.

^{4/} The numbers of private and commercial buses given here are estimates by the Federal Highway Administration of the numbers in operation, rather than the registration counts of the State.

PUBLICLY OWNED VEHICLES—1971

Compiled for the calendar year from reports of State authorities and other sources

REVISED SEPTEMBER, 1972
TABLE MV-7

STATE	FEDERAL 1/				STATES, COUNTY, AND MUNICIPAL 2/				ALL PUBLICLY OWNED VEHICLES								
	MOTOR VEHICLES				TRAILERS AND JOINT TRAILERS				MOTORCYCLES								
	AUTO- MOBILES	BUSES	TRUCKS AND TRACTORS	TOTAL	TRAILERS AND JOINT TRAILERS	MOTOR- CYCLES	AUTO- MOBILES	BUSES	TRUCKS AND TRACTORS	TOTAL	MOTOR- CYCLES	TRAILERS AND JOINT TRAILERS	TOTAL	MOTOR- CYCLES	TRAILERS AND JOINT TRAILERS	TOTAL	STATE
Alabama	788	12	2,631	3,413	10	-	5,719	5,949	14,960	26,638	437	459	30,099	469	-	30,099	Alabama
Alaska	325	13	1,803	2,139	94	-	1,217	1,311	2,312	3,448	-	210	5,987	304	-	5,987	Alaska
Arizona	811	20	1,366	2,197	1	2	4,001	4,003	1,722	12,962	135	590	14,344	591	-	14,344	Arizona
California	5,690	115	18,811	24,616	111	8	6,011	8,000	39,791	151,341	17,023	1,708	6,509	17,023	6,509	6,509	California
Colorado	1,198	20	3,962	5,180	20	-	6,011	5,919	12,559	20,776	271	1,695	22,966	271	-	22,966	Colorado
Connecticut	6,608	7	2,346	8,961	45	-	2,707	2,707	3,190	4,405	36	280	5,590	36	-	5,590	Connecticut
Delaware	371	74	445	890	-	-	2,707	2,707	3,190	4,405	-	-	-	-	-	-	Delaware
Florida	2,190	50	6,347	8,587	106	2	17,180	5,069	33,340	55,589	1,466	5,244	64,176	1,466	-	64,176	Florida
Georgia	1,194	18	3,439	4,651	7	-	4,943	4,943	18,281	30,533	1,466	1,466	32,566	1,466	-	32,566	Georgia
Idaho	500	123	2,680	3,303	45	-	2,707	2,707	6,215	10,354	100	1,815	13,677	100	-	13,677	Idaho
Illinois	2,098	35	4,489	6,621	112	-	18,867	4,894	27,000	90,831	1,466	1,799	57,560	1,466	-	57,560	Illinois
Iowa	330	9	1,911	2,250	4	-	6,406	5,293	14,415	24,414	314	1,527	27,025	314	-	27,025	Iowa
Kansas	253	3	1,694	2,050	4	-	6,406	5,293	14,415	24,414	163	784	32,770	163	-	32,770	Kansas
Kentucky	899	18	3,461	4,378	15	-	4,048	5,816	11,808	21,672	146	20	24,552	146	-	24,552	Kentucky
Louisiana	242	5	914	1,161	9	-	1,810	1,015	3,007	4,866	13	713	6,607	13	-	6,607	Louisiana
Maine	463	3	1,337	1,803	1	-	1,810	1,015	3,007	4,866	13	713	6,607	13	-	6,607	Maine
Maryland	897	31	2,572	3,500	4	1	6,470	1,650	10,546	18,656	205	205	22,086	205	-	22,086	Maryland
Massachusetts	1,159	2	3,216	4,377	46	-	9,470	4,24	19,791	29,273	130	130	33,650	130	-	33,650	Massachusetts
Michigan	1,399	10	3,584	4,993	18	2	21,998	7,995	34,772	64,965	1,098	3,871	69,958	1,098	-	69,958	Michigan
Minnesota	1,462	41	3,551	5,054	37	-	14,013	9,525	15,717	33,713	100	325	34,713	100	-	34,713	Minnesota
Mississippi	463	1	1,293	1,757	37	-	1,103	5,293	5,294	10,588	13	353	10,611	13	-	10,611	Mississippi
Missouri	1,463	25	2,862	4,350	37	1	1,091	4,948	11,483	20,522	267	267	24,552	267	-	24,552	Missouri
Montana	596	7	1,337	1,940	9	-	3,492	2,213	8,594	12,034	1,561	1,561	15,934	1,561	-	15,934	Montana
Nebraska	591	56	1,907	2,554	17	-	2,996	582	4,157	7,895	69	568	12,809	69	-	12,809	Nebraska
Nevada	87	4	427	518	3	-	1,609	159	4,817	6,585	540	540	7,403	540	-	7,403	Nevada
New Hampshire	1,001	12	3,578	4,591	58	-	19,688	2,892	39,779	63,355	1,131	1,131	65,346	1,131	-	65,346	New Hampshire
New Jersey	1,462	14	3,584	5,060	3	-	21,998	7,995	34,772	64,965	1,098	3,871	69,958	1,098	-	69,958	New Jersey
New Mexico	1,462	14	3,584	5,060	3	-	21,998	7,995	34,772	64,965	1,098	3,871	69,958	1,098	-	69,958	New Mexico
New York	3,457	35	7,760	11,252	255	3	29,762	12,845	49,606	93,213	725	3,900	102,463	725	-	102,463	New York
North Carolina	715	31	2,968	3,714	7	-	18,973	11,397	44,377	76,147	148	5,191	79,481	148	-	79,481	North Carolina
North Dakota	158	31	1,131	1,320	7	-	1,158	4,275	7,188	13,651	494	5,191	9,784	494	-	9,784	North Dakota
Ohio	1,704	19	3,725	5,448	42	-	14,457	11,702	26,286	52,445	1,361	1,361	57,813	1,361	-	57,813	Ohio
Oklahoma	948	2	2,899	3,849	7	-	3,713	1,099	15,361	28,300	769	133	27,610	769	-	27,610	Oklahoma
Oregon	948	19	5,061	6,009	68	-	8,812	3,887	11,654	24,683	369	369	30,692	369	-	30,692	Oregon
Rhode Island	2,196	14	5,061	7,271	31	1	17,281	2,690	39,470	56,321	1,330	1,330	65,679	1,330	-	65,679	Rhode Island
South Carolina	667	9	1,756	2,423	31	-	4,954	6,464	10,948	22,286	661	1,30	28,718	661	-	28,718	South Carolina
South Dakota	268	38	1,295	1,647	13	7	1,400	1,886	6,341	9,181	1,800	1,800	10,548	1,800	-	10,548	South Dakota
Tennessee	1,669	20	3,055	4,744	32	-	5,656	1,886	15,006	29,488	164	164	20,232	164	-	20,232	Tennessee
Texas	2,940	61	9,304	12,205	36	2	4,922	10,195	62,467	97,584	1,551	1,551	109,769	1,551	-	109,769	Texas
Utah	681	38	2,460	3,179	32	-	2,996	888	6,241	11,259	98	337	14,174	98	-	14,174	Utah
Vermont	176	2	669	847	2	-	998	418	2,063	3,459	267	267	3,689	267	-	3,689	Vermont
Washington	1,722	108	3,284	5,114	95	13	29,762	6,006	19,344	35,600	1,513	1,513	43,614	1,513	-	43,614	Washington
West Virginia	637	3	1,000	1,640	5	-	3,566	2,082	6,136	11,974	983	983	13,014	983	-	13,014	West Virginia
Wisconsin	1,047	7	1,925	2,979	12	-	6,892	2,864	20,700	30,553	1,021	1,021	33,312	1,021	-	33,312	Wisconsin
Wyoming	281	60	1,273	1,554	12	6	964	674	3,451	5,089	23	681	6,845	23	-	6,845	Wyoming
Dist. of Col.	1,351	281	1,946	3,578	12	-	5,400	215	2,078	1,713	398	294	11,308	398	-	11,308	Dist. of Col.
Total	94,094	1,682	154,964	250,640	1,959	106	143,915	193,774	862,393	1,479,992	22,992	99,366	1,699,632	97,325	-	22,992	Total

1/ Vehicles of the civilian branches of the Federal Government are given in this table.

2/ Vehicles of the military services are not included.

This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States are State-owned vehicles only, others exclude non-registration certain classes,

such as fire apparatus, and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private and commercial vehicles and those reporting unengaged totals only, classification by vehicle type has been approximated on the basis of other available data.

3/ Includes 4,000 automobiles of the Diplomatic Corps.

TRUCK AND TRACTOR-TRUCK REGISTRATIONS-1971¹

Compiled for the calendar year from reports of State authorities and other sources

TABLE MV-9
REVISED SEPTEMBER 1972

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1971	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1970 - 1971			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1971 ^{2/}		
					TOTAL 1971 TRUCK REGISTRATIONS	INCREASE OR DECREASE	PERCENT-AGE CHANGE	TRACTOR TRUCKS	DIESEL, TRACTOR, AND OTHER	FARM TRUCKS ^{3/}
Alabama	410,965	2,631	14,960	428,556	399,028	29,528	7.4	27,946	15,970	-
Alaska	44,313	1,601	2,212	48,126	43,764	4,362	10.4	4,407	761	412
Arizona	276,750	3,261	5,079	285,090	262,464	22,626	10.4	8,303	12,979	-
Arkansas	313,061	1,356	5,199	319,616	310,754	8,862	2.9	16,737	8,545	16,848
California	2,003,005	16,841	91,971	2,111,817	1,996,334	115,483	5.8	70,638	70,951	-
Colorado	349,535	3,862	13,027	366,424	339,135	27,289	8.0	10,075	6,857	71,116
Connecticut	143,197	1,936	12,950	157,083	156,503	580	0.8	10,795	3,792	-
Delaware	48,626	371	2,150	51,147	48,034	3,113	6.5	5,266	3,703	2,840
Florida	568,594	6,347	33,340	608,281	556,210	52,071	9.4	40,853	38,822	-
Georgia	526,717	3,135	15,421	545,273	504,886	37,451	7.3	24,944	17,117	(5/)
Idaho	46,135	520	2,570	49,225	45,860	3,365	8.1	1,655	6,297	-
Idaho	144,279	2,680	6,235	153,194	141,353	11,841	8.4	6,117	7,692	-
Illinois	660,360	4,288	27,050	691,738	660,450	31,288	4.7	39,054	24,867	-
Indiana	535,466	1,911	14,435	551,812	535,686	16,126	3.0	33,660	19,456	50,403
Iowa	391,024	1,694	17,867	410,585	398,426	11,459	3.0	24,732	2,044	39,330
Kansas	423,435	1,531	13,967	438,933	415,733	23,200	5.6	19,623	14,095	182,951
Kentucky	324,104	1,601	11,805	407,513	380,867	26,646	7.0	11,350	8,550	74,503
Louisiana	373,290	2,043	11,276	386,599	365,289	21,311	5.8	14,525	10,406	50,403
Maine	99,687	514	3,007	103,208	101,699	1,510	1.5	3,001	2,044	-
Maryland	249,806	2,572	10,506	262,884	237,504	25,380	10.7	12,844	5,031	8,944
Massachusetts	238,300	3,216	19,379	260,795	255,344	5,451	2.1	16,126	11,942	3,018
Michigan	635,352	2,584	13,379	651,315	636,253	15,062	2.3	19,960	15,046	32,022
Minnesota	448,979	1,583	15,461	465,943	441,676	24,267	5.6	16,473	13,571	107,225
Mississippi	290,966	1,955	9,244	302,185	290,301	11,884	4.1	12,571	8,600	(5/)
Missouri	525,287	2,462	11,483	539,232	510,465	28,767	5.6	26,999	7,395	-
Montana	173,595	2,857	14,241	190,693	170,587	20,106	6.1	4,722	5,570	72,350
Nebraska	272,540	1,337	8,309	282,186	260,122	22,064	8.5	11,637	7,280	121,937
Nevada	85,079	3,907	4,357	93,343	87,773	5,570	6.3	1,565	3,535	-
New Hampshire	55,047	427	4,817	60,291	57,098	3,193	5.6	1,524	1,748	1,603
New Jersey	325,865	3,578	38,779	368,222	358,574	9,648	2.7	26,134	9,336	10,773
New Mexico	183,576	4,299	4,790	192,665	178,903	13,762	7.7	4,479	7,246	6,125
New York	641,191	7,760	48,606	697,557	687,721	9,836	1.4	35,990	23,650	32,528
North Carolina	568,527	2,505	44,577	615,609	578,302	37,307	6.5	29,680	35,168	70,447
North Dakota	158,468	1,151	4,575	164,214	158,259	5,956	3.8	2,330	2,909	(5/)
Ohio	650,245	3,725	26,286	680,256	650,256	30,000	4.6	50,134	16,411	175,912
Oklahoma	499,506	2,309	15,361	517,176	490,815	26,361	5.4	16,212	20,723	139,580
Oregon	242,391	5,061	11,964	259,416	246,439	12,977	5.3	11,857	13,577	27,594
Pennsylvania	733,030	5,188	35,470	773,688	743,065	32,823	4.4	43,982	15,870	-
Rhode Island	53,210	2,731	56,590	60,531	54,052	2,538	4.7	649	1,895	-
South Carolina	242,585	1,795	10,898	255,293	233,449	4,721	1.9	13,100	7,523	11,472
South Dakota	132,445	1,195	6,541	140,181	130,918	6,732	5.0	2,964	2,651	-
Tennessee	404,291	5,055	15,006	424,352	404,292	20,060	5.0	15,686	17,076	-
Texas	1,553,187	9,204	62,467	1,625,858	1,544,104	80,754	5.2	63,555	46,751	191,936
Utah	188,130	2,840	6,041	196,411	178,795	17,616	9.9	6,942	4,894	-
Vermont	40,027	284	2,063	42,374	38,246	4,128	10.8	1,713	1,744	3,941
Virginia	367,045	3,473	16,946	387,464	359,090	28,374	7.9	13,564	7,274	-
Washington	473,057	5,284	19,244	497,585	474,023	23,562	5.0	21,087	13,989	50,282
West Virginia	192,502	1,000	6,326	199,828	173,437	26,391	15.2	5,948	3,165	2,900
Wisconsin	326,932	1,925	20,790	349,647	344,610	5,037	1.5	17,553	9,989	113,571
Wyoming	86,962	1,273	3,451	91,686	87,375	4,311	4.9	3,157	3,461	-
Dist. of Col.	14,687	1,946	2,078	18,711	16,366	345	1.9	485	224	-
Total	18,805,323	154,864	842,303	19,802,490	18,767,294	1,035,196	5.4	909,728	627,589	1,625,760

^{1/} The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

^{2/} In this partial classification a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

^{3/} Except for Georgia, Mississippi, and North Dakota (footnote 5), farm registrations are shown for all States that have a special "farm" classification. The numbers of vehicles shown do not necessarily represent the total number of registered vehicles used on the farm. The following farm trucks, registered as non-farm trucks, are restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 4,687; New Hampshire, 3,421; New Jersey, 7,358; New York, 16,375; and Rhode Island, 1,335.

^{4/} Additional information required the revision of the 1970 data for Connecticut, Indiana, Maine, Utah, and Wisconsin.

^{5/} Although Georgia, Mississippi, and North Dakota have special "farm" classifications, their registration reports do not show a complete segregation of farm trucks from private carriers.

BUS REGISTRATIONS—1971¹

Compiled for the calendar year from reports
of State authorities and other sources

TABLE MV-10
REVISED SEPTEMBER 1972

STATE	PRIVATE AND COMMERCIAL				PUBLICLY OWNED			TOTAL BUSES		
	COMMERCIAL BUSES		SCHOOL AND OTHER 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL AND OTHER 2/	TOTAL COMMERCIAL AND FEDERAL	GRAND TOTAL
	GASOLINE	DIESEL, BUTANE, AND OTHER								
Alabama	316	839	733	1,888	12	5,949	5,961	6,682	1,167	7,849
Alaska	221	88	264	573	13	219	38	283	322	605
Arizona	104	393	97	594	205	1,583	1,788	1,680	702	2,382
Arkansas	85	290	287	662	5	3,722	3,727	4,009	380	4,389
California	2,661	6,728	2,748	12,137	155	8,900	9,055	11,648	9,544	21,192
Colorado	92	298	684	1,074	20	2,708	2,728	3,392	410	3,802
Connecticut	234	1,428	4,543	6,205	2	519	521	5,062	1,664	6,726
Delaware	34	231	934	1,199	-	87	87	1,021	265	1,286
Florida	172	1,861	980	3,013	50	5,069	5,119	6,049	2,083	8,132
Georgia	229	861	1,915	3,005	28	7,461	7,489	9,376	1,118	10,494
Hawaii	469	285	314	1,068	11	61	72	375	765	1,140
Idaho	133	186	356	675	123	1,412	1,535	1,768	442	2,210
Illinois	2,385	4,261	6,587	13,233	15	4,894	4,909	11,481	6,661	18,142
Indiana	444	2,534	4,090	7,068	3	3,593	3,597	7,683	2,982	10,665
Iowa	184	605	571	1,360	9	6,271	6,280	6,842	798	7,640
Kansas	69	228	949	1,246	4	3,680	3,684	4,629	301	4,930
Kentucky	318	450	925	1,693	18	5,816	5,834	6,741	786	7,527
Louisiana	274	755	7,840	8,269	6	2,633	2,639	9,873	1,035	10,908
Maine	72	192	492	756	5	1,015	1,020	1,507	269	1,776
Maryland	545	1,530	4,949	7,024	31	1,650	1,681	6,599	2,106	8,705
Massachusetts	892	2,189	3,991	7,072	2	424	426	4,415	3,083	7,498
Michigan	715	1,892	2,901	5,508	10	7,995	8,005	10,896	2,617	13,513
Minnesota	443	1,159	3,220	4,902	7	6,942	6,949	10,162	1,609	11,771
Mississippi	387	489	1,709	2,585	45	5,721	5,765	7,430	920	8,350
Missouri	86	659	3,511	4,256	24	4,948	4,973	8,459	770	9,229
Montana	286	35	643	964	33	680	713	1,323	354	1,677
Nebraska	177	225	653	1,055	7	2,213	2,220	2,866	409	3,275
Nevada	49	98	87	234	56	582	638	669	203	872
New Hampshire	96	152	735	983	4	159	163	894	252	1,146
New Jersey	441	3,426	4,449	8,316	12	2,892	2,904	7,341	3,879	11,220
New Mexico	243	205	2,027	2,475	206	226	432	2,253	654	2,907
New York	935	10,470	6,042	17,447	35	12,845	12,880	18,887	11,440	30,327
North Carolina	878	1,442	5,752	8,072	14	13,327	13,341	19,079	2,334	21,413
North Dakota	34	46	527	607	31	1,205	1,236	1,732	111	1,843
Ohio	988	3,960	6,973	11,921	19	11,702	11,721	13,727	4,967	18,694
Oklahoma	49	321	1,500	1,570	42	5,228	5,270	6,428	412	6,840
Oregon	342	998	1,465	2,805	19	3,887	3,906	5,352	1,359	6,711
Pennsylvania	1,768	5,538	10,522	17,828	14	2,650	2,664	13,172	7,320	20,492
Rhode Island	88	294	498	880	1	109	110	607	383	990
South Carolina	152	561	1,340	2,053	9	6,464	6,473	7,804	722	8,526
South Dakota	80	147	311	538	20	1,240	1,274	1,551	261	1,812
Tennessee	336	1,191	1,154	2,681	34	4,826	4,846	5,980	757	7,527
Texas	609	2,151	10,903	13,663	61	10,195	10,256	21,098	2,821	23,919
Utah	41	258	59	358	38	888	926	947	337	1,284
Vermont	32	75	317	424	-	438	438	755	107	862
Virginia	543	1,692	22	2,257	43	7,025	7,068	7,047	2,278	9,325
Washington	183	284	2,768	3,235	108	6,086	6,194	8,854	375	9,429
West Virginia	83	625	-	708	3	2,082	2,085	2,082	711	2,793
Wisconsin	357	1,058	4,751	6,166	7	2,864	2,871	7,615	1,422	9,037
Wyoming	140	628	241	1,009	2	674	676	915	770	1,685
Dist. of Col.	501	1,310	30	1,841	60	215	275	1,871	245	2,116
Total	20,995	67,621	113,511	202,127	1,682	193,774	195,456	307,285	90,298	397,583

1/ The numbers of private and commercial buses given here are estimates by the Federal Highway Administration of the numbers in use, rather than the registration counts of the States.

2/ In some instances church, industrial and other private buses are included here; and in other instances privately owned school buses could not be segregated from commercial buses, and are included with the latter.

3/ This column consists primarily of publicly owned school buses but includes a few privately owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally owned transit buses are included with commercial buses.

TRAILER AND SEMITRAILER REGISTRATIONS—1971¹

Compiled for the calendar year from reports of State authorities and other sources

TABLE MV-11
REVISED SEPTEMBER 1972

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL
	COMMERCIAL TRAILERS 2/		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS	TOTAL	
	FULL TRAILERS	SEMI-TRAILERS							
Alabama	-	33,864	28,091	38,805	100,760	10	459	469	101,229
Alaska	2,302	759	15,478	2,617	21,156	94	210	304	21,460
Arizona	7,118	22,089	67,468	119,579	216,254	40	1,952	1,992	218,246
Arkansas	-	28,319	98,674	-	126,993	1	990	991	127,984
California	142,110	144,517	504,505	574,976	1,366,108	151	17,072	17,223	1,383,331
Colorado	6,139	15,312	110,148	45,394	176,993	29	1,708	1,737	178,730
Connecticut	-	19,663	92,921	-	112,584	8	1,695	1,703	114,287
Delaware	17	9,216	15,650	-	24,883	-	280	280	25,163
Florida	-	30,352	346,576	286,666	663,594	106	5,244	5,350	668,944
Georgia	-	43,750	132,739	9,368	185,857	37	1,492	1,529	187,386
Hawaii	323	579	11,049	-	11,951	6	312	318	12,269
Idaho	3,980	8,989	49,190	21,168	83,327	45	1,835	1,880	85,207
Illinois	7,291	107,264	278,116	1,367	394,038	112	1,799	1,911	395,949
Indiana	4,170	52,848	160,218	33,233	250,469	9	1,327	1,336	251,805
Iowa	4,547	27,158	154,396	55,683	241,784	4	8,340	8,344	250,128
Kansas	6,504	31,465	10,967	8,627	57,563	1	784	785	58,348
Kentucky	-	20,865	18,006	15,612	54,483	15	20	35	54,518
Louisiana	-	56,921	123,898	11,097	191,916	11	1,426	1,437	193,353
Maine	-	7,217	239,073	-	246,290	9	735	744	247,034
Maryland	43	15,519	87,208	-	102,770	34	205	239	103,009
Massachusetts	-	32,252	150,132	-	182,384	46	120	166	182,550
Michigan	6,392	68,794	472,982	77,487	625,655	18	3,387	3,405	629,060
Minnesota	7,119	69,518	247,744	91,874	416,255	57	2,201	2,258	418,513
Mississippi	-	22,125	49,704	3,816	75,645	17	385	402	76,047
Missouri	2,609	51,190	161,175	-	214,974	52	367	419	215,393
Montana	1,091	5,761	34,999	13,932	55,713	33	627	660	56,373
Nebraska	4,152	23,642	72,902	10,980	111,676	9	1,561	1,570	113,246
Nevada	1,036	1,842	26,349	11,116	40,343	17	508	525	40,868
New Hampshire	-	2,966	47,926	-	50,892	3	540	543	51,435
New Jersey	124	51,931	126,629	-	178,684	58	67	125	178,809
New Mexico	3,200	11,959	25,976	35,960	77,095	41	1,023	1,064	78,159
New York	-	58,545	323,285	-	381,830	255	3,500	3,755	385,585
North Carolina	-	45,319	239,743	-	285,062	7	5,375	5,382	290,444
North Dakota	-	2,936	4,931	7,341	15,266	15	55	70	15,356
Ohio	8,781	58,657	212,336	145,601	425,375	42	3,163	3,205	428,580
Oklahoma	2,368	31,970	2,223	64,129	100,690	7	749	756	101,446
Oregon	8,138	16,131	65,521	87,415	177,205	68	3,320	3,388	180,593
Pennsylvania	2,205	86,719	112,811	76,520	278,255	83	3,330	3,413	281,668
Rhode Island	-	9,959	19,310	-	29,269	6	288	294	29,563
South Carolina	2,678	17,842	22,294	711	43,525	31	661	692	44,217
South Dakota	353	6,895	36,106	12,060	55,414	13	1,200	1,213	56,627
Tennessee	-	19,608	17,200	9,844	46,652	42	164	206	46,858
Texas	-	99,146	594,226	136,201	829,573	66	9,207	9,273	838,846
Utah	815	7,203	24,081	18,619	50,718	32	357	389	51,107
Vermont	99	2,620	29,734	-	32,453	2	267	269	32,722
Virginia	-	32,837	76,000	28,762	137,599	11	1,627	1,638	139,237
Washington	1,808	43,934	155,922	132,707	334,571	95	1,533	1,628	335,999
West Virginia	7,428	6,462	21,005	19,735	54,630	5	383	388	55,018
Wisconsin	6,204	28,095	5,536	25,182	65,017	12	1,021	1,033	66,050
Wyoming	1,755	6,314	26,386	20,260	54,715	12	641	653	55,368
Dist. of Col.	-	749	1,181	-	1,930	82	254	336	2,266
Total	252,977	1,600,587	5,950,650	2,254,444	10,058,658	1,959	95,366	97,325	10,155,983

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available. These columns include all commercial type trailers and semitrailers that are in private or for-hire use.

2/ Several States do not require the registration of light farm or automobile trailers.

3/ Mobile homes and house trailers are shown in this column for States which require them to be registered and are able to segregate them from other trailers. In States where this classification is not available, house trailers are included with light car trailers.

INDEX TO VEHICLE WEIGHT TABLES

1971

TABLE MV-23
PART 1 OF 33

STATE	BASIS FOR REGISTRATION	PART NUMBER	PAGE	STATE	BASIS FOR REGISTRATION	PART NUMBER	PAGE
Alabama	Gross Weight	2	38	Mississippi	Gross Weight	13	48
Alaska	Unladen Weight	23	57	Missouri	Gross Weight	17	52
Arizona	Empty Weight	24	58	Montana	Gross Weight	10	46
Arkansas	Gross Weight	2	38	Nevada	Empty Weight	27	61
California	Unladen Weight	25	59	New Mexico	Chassis Weight	31	64
Colorado	Empty Weight	26	60	New York	Gross Weight	11	47
Connecticut	Gross Weight	3	39	North Carolina	Gross Weight	5	41
Delaware	Gross Weight	4	40	North Dakota	Gross Weight	2	38
Florida	Unladen Weight	23	57	Ohio	Empty Weight	28	62
Georgia	Gross Weight	7	43	Oregon	Gross Weight & Empty Weight	21	55
Hawaii	Empty Weight	30	63	Rhode Island	Gross Weight	3	39
Idaho	Gross Weight	5	41	South Carolina	Load to be Hauled	29	63
Illinois	Gross Weight	6	42	South Dakota	Chassis Weight	31	64
Indiana	Gross Weight	7	43	Tennessee	Gross Weight	12	48
Iowa	Gross Weight	8	44	Texas	Gross Weight	14	49
Kansas	Gross Weight	9	45	Utah	Gross Weight	4	40
Kentucky	Gross Weight	2	38	Vermont	Gross Weight	33	65
Louisiana	Gross Weight/Load Carrying Axle & Gross Weight	18	52	Virginia	Gross Weight	16	51
Maryland	Chassis Weight & Gross Weight	19	53	Washington	Gross Weight	15	50
Michigan	Empty Weight & Gross Weight	22	56	West Virginia	Gross Weight	3	39
Minnesota	Empty Weight & Gross Weight	20	54	Wisconsin	Gross Weight	10	46
				Wyoming	Empty Weight	27	61
				Dist. of Col.	Manufacturer's Shipping Weight	32	65

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT¹

1971

TABLE MV-23
PART 2 OF 33

GROSS WEIGHT	ALABAMA						ARKANSAS		KENTUCKY		NORTH DAKOTA	
	PRIVATE		FOR HIRE		TOTAL		NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT						
4,000 lbs. and under	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	40	0.0
4,001 to 6,000 lbs.	(2/)	-	(2/)	-	(2/)	-	251,806	86.5	308,189	78.2	2,688	1.7
6,001 to 8,000 lbs.	320,121	79.6	19	0.2	320,140	77.9	(2/)	-	(2/)	-	74,603	47.2
8,001 to 10,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	14,976	3.8	14,275	9.0
10,001 to 12,000 lbs.	14,025	3.5	102	1.1	14,127	3.4	(2/)	-	(2/)	-	4,149	2.6
12,001 to 14,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	8,276	2.1	3,750	2.4
14,001 to 16,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	5,506	3.5
16,001 to 18,000 lbs.	12,293	3.1	667	7.4	12,960	3.2	(2/)	-	19,705	5.0	7,338	4.6
18,001 to 20,000 lbs.	(2/)	-	(2/)	-	(2/)	-	17,706	6.1	(2/)	-	8,723	5.5
20,001 to 22,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	6,306	1.6	5,547	3.5
22,001 to 24,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	21,115	13.3
24,001 to 26,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	13,005	3.3	2,943	1.9
26,001 to 28,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	763	0.5
28,001 to 30,000 lbs.	35,777	8.9	317	3.5	36,094	8.8	(2/)	-	(2/)	-	348	0.2
30,001 to 32,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	2,759	0.7	210	0.1
32,001 to 34,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	147	0.1
34,001 to 36,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	424	0.3
36,001 to 38,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	2,365	0.6	280	0.2
38,001 to 40,000 lbs.	(2/)	-	(2/)	-	(2/)	-	9,656	3.3	(2/)	-	612	0.4
40,001 to 42,000 lbs.	6,810	1.7	238	2.7	7,048	1.7	(2/)	-	(2/)	-	1,190	0.8
42,001 to 44,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	7,488	1.9	608	0.4
44,001 to 46,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	76	0.1
46,001 to 48,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	73	0.0
48,001 to 50,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	76	0.0
50,001 to 52,000 lbs.	2,440	0.6	(2/)	-	2,440	0.6	(2/)	-	(2/)	-	19	0.0
52,001 to 54,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	82	0.1
54,001 to 56,000 lbs.	(2/)	-	(2/)	-	(2/)	-	3,775	1.3	(2/)	-	51	0.0
56,001 to 58,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	76	0.0
58,001 to 60,000 lbs.	(2/)	-	(2/)	-	(2/)	-	811	0.3	(2/)	-	100	0.1
60,001 to 62,000 lbs.	2,882	0.7	(2/)	-	2,882	0.7	(2/)	-	4,789	1.2	6	0.0
62,001 to 64,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	14	0.0
64,001 to 66,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	9	0.0
66,001 to 68,000 lbs.	(2/)	-	(2/)	-	(2/)	-	441	0.1	(2/)	-	16	0.0
68,001 to 70,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	24	0.0
70,001 to 72,000 lbs.	(2/)	-	(2/)	-	(2/)	-	(2/)	-	(2/)	-	76	0.1
72,001 to 73,280 lbs.	7,642	1.9	7,632	85.1	15,274	3.7	6,866	2.4	6,306	1.6	2,267	1.4
Total	401,990	100.0	8,975	100.0	410,965	100.0	2/ 291,061	100.0	394,104	100.0	4/ 158,224	100.0

^{1/2} The States on this table register tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

^{3/4} Vehicles for these weights are included with the number in the next greater weight group for which data are given.

^{5/} Excludes 93 house movers, 36 soil conservation trucks, and 135 well drillers.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT¹ 1971

TABLE MV-23
PART 3 OF 35

Motor Vehicles

39

GROSS WEIGHT	CONNECTICUT		RHODE ISLAND		WEST VIRGINIA				FARM		TOTAL			
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	PRIVATE		UNDEVELOPED		FOR HIRE 2/		NUMBER	PERCENT		
					NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT				
4,999 lbs. and under	55,560	38.8	23,030	43.3	21,377	11.7	59	6.7	69	1.1	8	0.3	21,513	11.2
5,000 to 7,999 lbs.	36,658	25.6	13,292	25.0	126	0.1	-	-	1	0.0	1	0.0	128	0.1
8,000 to 9,999 lbs.	6,014	4.2	2,234	4.2	134,096	73.5	129	14.6	634	10.1	15	0.5	134,874	70.1
10,000 to 11,999 lbs.	5,871	4.1	1,501	2.8	4,240	2.3	39	4.4	380	6.1	6	0.2	4,665	2.4
12,000 to 13,999 lbs.	2,578	1.8	1,091	2.0	2,615	1.4	23	2.6	174	2.8	25	0.8	2,837	1.5
14,000 to 15,999 lbs.	3,167	2.2	935	1.7	1,567	0.9	10	1.2	109	1.7	9	0.3	1,695	0.9
16,000 to 17,999 lbs.	3,437	2.4	916	1.7	3,208	1.8	41	4.6	292	4.0	2,316	79.9	5,817	3.0
18,000 to 19,999 lbs.	4,869	3.4	1,300	2.4	2,128	1.2	6	0.6	175	2.8	8	0.3	2,317	1.2
20,000 to 21,999 lbs.	2,437	1.7	839	1.6	1,648	0.9	12	1.4	193	3.1	8	0.3	1,861	1.0
22,000 to 23,999 lbs.	2,148	1.5	618	1.2	1,294	0.7	3	0.3	137	2.2	594	17.4	1,998	1.0
24,000 to 25,999 lbs.	3,133	2.2	829	1.6	2,629	1.4	15	1.7	357	5.7	-	-	3,001	1.6
26,000 to 27,999 lbs.	1,718	1.2	486	0.9	1,332	0.7	16	1.8	186	3.0	-	-	1,534	0.8
28,000 to 29,999 lbs.	1,297	0.9	390	0.7	620	0.3	6	0.7	53	0.8	-	-	679	0.3
30,000 to 31,999 lbs.	1,280	0.9	482	0.9	542	0.3	26	3.0	100	1.6	-	-	668	0.3
32,000 to 35,999 lbs.	3,293	2.3	464	0.9	361	0.2	4	0.4	70	1.1	-	-	435	0.2
36,000 to 39,999 lbs.	282	0.2	354	0.7	266	0.2	2	0.2	37	0.6	-	-	305	0.2
40,000 to 44,999 lbs.	716	0.5	300	0.6	987	0.5	29	3.3	148	2.4	-	-	1,164	0.6
45,000 to 49,999 lbs.	289	0.2	154	0.3	702	0.4	56	6.3	336	5.4	-	-	1,094	0.6
50,000 to 54,999 lbs.	2,291	1.6	575	1.1	889	0.5	231	26.1	604	9.7	-	-	1,724	0.9
55,000 to 59,999 lbs.	430	0.3	105	0.2	272	0.2	54	6.1	282	4.5	-	-	668	0.3
60,000 to 64,999 lbs.	1,571	1.1	976	1.8	(2/)	-	(2/)	-	(2/)	-	-	-	(3/)	-
65,000 to 69,999 lbs.	2,433	1.7	902	1.7	575	0.3	94	10.7	576	9.2	-	-	1,245	0.6
70,000 to 74,999 lbs.	1,579	1.1	1,428	2.7	989	0.5	29	3.3	1,382	22.1	-	-	2,400	1.2
75,000 to 79,999 lbs.	3	0.0	3	0.0	-	-	-	-	-	-	-	-	-	-
80,000 lbs. and over	143	0.1	6	0.0	-	-	-	-	-	-	-	-	-	-
Total	143,197	100.0	53,210	100.0	182,463	100.0	884	100.0	6,255	100.0	2,900	100.0	192,592	100.0

^{1/} The States on this table register tractor-trailer combinations as single units, using the combined weights for registration purposes.

^{2/} Carriers operating intrastate must obtain a Certificate of Public Convenience and Necessity or a Contract Permit from the Public Service Commission.

^{3/} Vehicles for these weights are included with the number in the next greater weight group for which data are given.

Carriers operating

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT

1971

TABLE MV-23
PART 4 OF 33

GROSS WEIGHT	DELAWARE <u>1/</u>						UTAH <u>2/</u>	
	COMMERCIAL TRUCKS		FARM TRUCKS		TOTAL		NUMBER OF VEHICLES	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
4,000 lbs. and under	1,483	3.2	16	0.6	1,499	3.1	(3/)	-
4,001 to 6,000 lbs.	26,511	57.9	812	28.6	27,323	56.2	123,400	65.6
6,001 to 9,000 lbs.	2,950	6.4	255	9.0	3,205	6.6	36,591	19.5
9,001 to 12,000 lbs.	1,680	3.7	350	12.3	2,030	4.2	6,376	3.4
12,001 to 15,000 lbs.	910	2.0	231	8.1	1,141	2.3	3,356	1.8
15,001 to 18,000 lbs.	1,702	3.7	310	10.9	2,012	4.1	3,665	2.0
18,001 to 21,000 lbs.	949	2.1	314	11.1	1,263	2.6	2,907	1.5
21,001 to 24,000 lbs.	646	1.4	167	5.9	813	1.7	3,332	1.8
24,001 to 27,000 lbs.	803	1.7	151	5.3	954	2.0	1,798	1.0
27,001 to 30,000 lbs.	1,687	3.7	234	8.2	1,921	3.9	611	0.3
30,001 to 33,000 lbs.	290	0.6	-	-	290	0.6	280	0.2
33,001 to 36,000 lbs.	362	0.8	-	-	362	0.7	231	0.1
36,001 to 39,000 lbs.	483	1.1	-	-	483	1.0	188	0.1
39,001 to 42,000 lbs.	533	1.2	-	-	533	1.1	401	0.2
42,001 to 45,000 lbs.	152	0.3	-	-	152	0.3	386	0.2
45,001 to 48,000 lbs.	185	0.4	-	-	185	0.4	418	0.2
48,001 to 51,000 lbs.	93	0.2	-	-	93	0.2	265	0.1
51,001 to 54,000 lbs.	37	0.1	-	-	37	0.1	369	0.2
54,001 to 57,000 lbs.	262	0.6	-	-	262	0.5	220	0.1
57,001 to 60,000 lbs.	410	0.9	-	-	410	0.8	194	0.1
60,001 to 63,000 lbs.	63	0.1	-	-	63	0.1	68	0.0
63,001 to 66,000 lbs.	677	1.5	-	-	677	1.4	64	0.0
66,001 to 69,000 lbs.	177	0.4	-	-	177	0.4	81	0.0
69,001 to 72,000 lbs.	278	0.6	-	-	278	0.6	167	0.1
72,001 to 75,000 lbs.	<u>4/</u> 2,463	5.4	-	-	<u>4/</u> 2,463	5.1	331	0.2
75,000 lbs. and over	-	-	-	-	-	-	2,431	1.3
Total	45,786	100.0	2,840	100.0	48,626	100.0	188,130	100.0

1/ In Delaware, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

2/ Utah registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

3/ Vehicles for these weights are included in the number in the next greater weight group for which data are given.

4/ Includes vehicles with gross weights of 72,001 to 73,280 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT¹ 1971

TABLE MV-23
PART 5 OF 33

GROSS WEIGHT	IDAHO						NORTH CAROLINA	
	PRORATE TRUCKS		FULL FEE TRUCKS		TOTAL		NUMBER OF VEHICLES	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
4,000 lbs. and under	(g/)	-	(g/)	-	(g/)	-	319,740	56.2
4,001 to 6,000 lbs.	24	0.9	89,751	63.4	89,775	62.2	94,957	16.7
6,001 to 8,000 lbs.	102	3.9	9,287	6.6	9,389	6.5	29,875	5.3
8,001 to 10,000 lbs.	51	1.9	4,471	3.2	4,522	3.1	12,063	2.1
10,001 to 12,000 lbs.	26	1.0	3,112	2.2	3,138	2.2	12,454	2.2
12,001 to 14,000 lbs.	19	0.7	1,955	1.4	1,974	1.4	4,413	0.8
14,001 to 16,000 lbs.	121	4.6	4,824	3.4	4,945	3.4	10,939	1.9
16,001 to 18,000 lbs.	35	1.3	1,783	1.3	1,818	1.3	6,592	1.2
18,001 to 20,000 lbs.	66	2.5	3,811	2.7	3,877	2.7	10,881	1.9
20,001 to 22,000 lbs.	34	1.3	2,199	1.6	2,233	1.6	5,391	0.9
22,001 to 24,000 lbs.	103	3.9	6,171	4.4	6,274	4.4	9,424	1.7
24,001 to 26,000 lbs.	133	5.1	4,768	3.4	4,901	3.4	10,147	1.8
26,001 to 28,000 lbs.	43	1.6	277	0.2	320	0.2	2,854	0.5
28,001 to 30,000 lbs.	16	0.6	2,113	1.5	2,129	1.5	2,358	0.4
30,001 to 32,000 lbs.	25	1.0	107	0.1	132	0.1	1,004	0.2
32,001 to 34,000 lbs.	5	0.2	64	0.1	69	0.1	313	0.1
34,001 to 36,000 lbs.	43	1.6	211	0.1	254	0.2	836	0.1
36,001 to 38,000 lbs.	23	0.9	736	0.5	759	0.5	436	0.1
38,001 to 40,000 lbs.	16	0.6	256	0.2	272	0.2	1,567	0.3
40,001 to 42,000 lbs.	40	1.5	396	0.3	436	0.3	534	0.1
42,001 to 44,000 lbs.	51	1.9	420	0.3	471	0.3	661	0.1
44,001 to 46,000 lbs.	35	1.3	482	0.3	517	0.4	1,607	0.3
46,001 to 48,000 lbs.	49	1.9	854	0.6	903	0.6	1,270	0.2
48,001 to 50,000 lbs.	18	0.7	326	0.2	344	0.2	3,389	0.6
50,001 to 52,000 lbs.	12	0.5	185	0.1	197	0.1	173	0.0
52,001 to 54,000 lbs.	8	0.3	98	0.1	106	0.1	362	0.1
54,001 to 56,000 lbs.	21	0.8	148	0.1	169	0.1	719	0.1
56,001 to 58,000 lbs.	18	0.7	59	0.0	77	0.1	611	0.1
58,001 to 60,000 lbs.	36	1.4	116	0.1	152	0.1	2,423	0.4
60,001 to 62,000 lbs.	6	0.2	32	0.0	38	0.0	818	0.1
62,001 to 64,000 lbs.	5	0.2	49	0.0	54	0.0	938	0.2
64,001 to 66,000 lbs.	5	0.2	46	0.0	51	0.0	1,705	0.3
66,001 to 68,000 lbs.	4	0.2	30	0.0	34	0.0	3,332	0.6
68,001 to 70,000 lbs.	2	0.1	29	0.0	31	0.0	643	0.1
70,001 to 72,000 lbs.	61	2.3	160	0.1	221	0.2	825	0.1
72,001 to 73,000 lbs.	(g/)	-	(g/)	-	(g/)	-	12,273	2.2
73,001 to 74,000 lbs.	538	20.5	343	0.2	881	0.6	-	-
74,001 to 76,000 lbs.	297	11.3	194	0.1	491	0.3	-	-
76,001 to 78,000 lbs.	215	8.2	195	0.1	410	0.3	-	-
78,001 to 80,000 lbs.	320	12.2	1,595	1.1	1,915	1.3	-	-
Total	2,626	100.0	141,653	100.0	144,279	100.0	568,527	100.0

^{1/2} The States on this table register tractor-semitrailers as single units, using the combined weights for registration purposes.
 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN ILLINOIS¹

1971

TABLE MV-23
PART 6 OF 33

Highway Statistics, 1971

GROSS WEIGHT	TRUCKS		GROSS WEIGHT	TRUCKS WITH PERMANENTLY MOUNTED EQUIPMENT	
	NUMBER	PERCENT		NUMBER	PERCENT
3,000 lbs. and under	4,421	0.7	10,000 lbs. and under	627	25.5
3,001 to 8,000 lbs.	451,725	68.7	10,001 to 20,000 lbs.	739	30.0
8,001 to 10,000 lbs.	23,980	3.6	20,001 to 30,000 lbs.	342	13.9
10,001 to 12,000 lbs.	15,270	2.3	30,001 to 40,000 lbs.	236	9.6
12,001 to 14,000 lbs.	13,803	2.1	40,001 to 50,000 lbs.	336	13.6
14,001 to 16,000 lbs.	21,809	3.3	50,001 to 60,000 lbs.	73	3.0
16,001 to 20,000 lbs.	32,401	4.9	60,001 to 70,000 lbs.	33	1.3
20,001 to 24,000 lbs.	26,763	4.1	70,001 to 73,280 lbs.	77	3.1
24,001 to 28,000 lbs.	19,566	1.6			
28,001 to 32,000 lbs.	3,257	0.5			
32,001 to 36,000 lbs.	2,704	0.4			
36,001 to 41,000 lbs.	7,244	1.1			
41,001 to 45,000 lbs.	7,105	1.1			
45,001 to 50,000 lbs.	6,776	1.0			
50,001 to 59,000 lbs.	6,737	1.0			
59,001 to 64,000 lbs.	1,007	0.2			
64,001 to 73,280 lbs.	22,329	3.4			
Total	657,897	100.0	Total	2,463	100.0

^{1/} In Illinois, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN IOWA¹

1971

TABLE MV-23
PART 8 OF 33

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS ^{2/}		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3 tons or less	252,379	69.5	-	-	252,379	68.1
Over 3 to 4 tons	21,697	6.0	-	-	21,697	5.9
Over 4 to 5 tons	27,139	7.5	-	-	27,139	7.3
Over 5 to 6 tons	7,256	2.0	622	8.2	7,878	2.1
Over 6 to 7 tons	7,220	2.0	110	1.5	7,330	2.0
Over 7 to 8 tons	6,603	1.8	264	3.5	6,867	1.9
Over 8 to 9 tons	5,261	1.4	108	1.4	5,369	1.5
Over 9 to 10 tons	13,678	3.8	273	3.6	13,951	3.8
Over 10 to 11 tons	4,100	1.1	162	2.1	4,262	1.2
Over 11 to 12 tons	6,313	1.7	368	4.8	6,681	1.8
Over 12 to 13 tons	2,141	0.6	214	2.8	2,355	0.6
Over 13 to 14 tons	1,125	0.3	132	1.7	1,257	0.3
Over 14 to 15 tons	617	0.2	162	2.1	779	0.2
Over 15 to 16 tons	908	0.1	113	1.5	1,021	0.2
Over 16 to 17 tons	544	0.1	85	1.1	629	0.2
Over 17 to 18 tons	653	0.2	199	2.6	852	0.2
Over 18 to 19 tons	327	0.1	65	0.9	392	0.1
Over 19 to 20 tons	835	0.2	294	3.9	1,129	0.3
Over 20 to 21 tons	943	0.3	121	1.6	1,064	0.3
Over 21 to 22 tons	1,379	0.4	233	3.1	1,612	0.4
Over 22 to 23 tons	1,342	0.4	222	2.9	1,564	0.4
Over 23 to 24 tons	581	0.2	325	4.3	906	0.3
Over 24 to 25 tons	181	0.1	266	3.5	447	0.1
Over 25 to 26 tons	-	-	124	1.6	124	0.0
Over 26 to 27 tons	-	-	181	2.4	181	0.1
Over 27 to 28 tons	-	-	247	3.2	247	0.1
Over 28 to 29 tons	-	-	188	2.5	188	0.1
Over 29 to 30 tons	-	-	496	6.5	496	0.1
Over 30 to 31 tons	-	-	24	0.3	24	0.0
Over 31 to 32 tons	-	-	85	1.1	85	0.0
Over 32 to 33 tons	-	-	81	1.1	81	0.0
Over 33 to 34 tons	-	-	102	1.3	102	0.0
Over 34 to 35 tons	-	-	1,254	16.5	1,254	0.3
Over 35 to 36 tons	-	-	406	5.3	406	0.1
Over 36 tons	-	-	86	1.1	86	0.0
Total	3/ 362,822	100.0	4/ 7,612	100.0	3/ 4/ 370,434	100.0

^{1/} The classification by weight of 1971 registrations was not available; therefore, the 1971 totals were distributed on the 1970 data.

^{2/} Iowa registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

^{3/} Excludes 3,480 Iowa-based prorate trucks.

^{4/} Excludes 17,110 Iowa-based prorate tractor trucks.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN KANSAS¹ 1971

TABLE MV-23
PART 9 OF 33

GROSS WEIGHT	REGULAR		LOCAL AND 6,000 MILE ^{2/}		FARM		TOTAL	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	(3/)	-	(3/)	-	64,889	35.5	64,889	15.3
6,001 to 8,000 lbs.	193,157	86.5	(3/)	-	44,887	24.5	<u>4/</u> 238,044	56.2
8,001 to 12,000 lbs.	12,346	5.5	3,588	20.7	14,621	8.0	<u>5/</u> 30,555	7.2
12,001 to 16,000 lbs.	3,564	1.6	3,177	18.4	16,843	9.2	23,584	5.6
16,001 to 20,000 lbs.	3,796	1.7	2,490	14.4	21,411	11.7	27,697	6.5
20,001 to 24,000 lbs.	4,307	1.9	2,324	13.4	17,247	9.4	23,878	5.6
24,001 to 30,000 lbs.	1,576	0.7	1,472	8.5	<u>6/</u> 3,053	1.7	6,101	1.4
30,001 to 36,000 lbs.	620	0.3	606	3.5	-	-	1,226	0.3
36,001 to 42,000 lbs.	864	0.4	1,079	6.2	-	-	1,943	0.5
42,001 to 48,000 lbs.	647	0.3	1,297	7.5	-	-	1,944	0.5
48,001 to 54,000 lbs.	433	0.2	508	2.9	-	-	941	0.2
54,001 to 60,000 lbs.	493	0.2	294	1.7	-	-	787	0.2
60,001 to 66,000 lbs.	121	0.1	145	0.9	-	-	266	0.1
66,001 to 73,280 lbs.	1,245	0.6	335	1.9	-	-	1,580	0.4
Total	223,169	100.0	17,315	100.0	182,951	100.0	423,435	100.0

- ^{1/} Kansas registers vehicle combinations as single units, using the combined weights for registration purposes.
^{2/} Kansas has a separate registration category for trucks and tractor trucks which are not operated more than 6,000 miles during a year or which are operated entirely within 25 miles of the corporate limits of a city or village.
^{3/} Vehicles for these weights are included with the number in the next greater weight group for which data are given.
^{4/} Includes vehicles with "regular" registrations weighing 8,000 pounds or less.
^{5/} Includes vehicles with "local and 6,000 mile" registrations weighing 12,000 pounds or less.
^{6/} Includes vehicles with gross weights of over 24,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT

1971

TABLE MV-23
PART 10 OF 33

GROSS WEIGHT	MONTANA 1/		WISCONSIN							
	NUMBER OF VEHICLES	PERCENT	PRIVATE AND COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS 2/		TOTAL	
			NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	(3/)	-	67,928	34.7	(3/)	-	-	-	67,928	20.8
4,501 to 6,000 lbs.	100,419	57.8	(3/)	-	(3/)	-	(3/)	-	(3/)	-
6,001 to 8,000 lbs.	24,711	14.2	70,865	36.2	(3/)	-	6	0.0	70,871	21.7
8,001 to 10,000 lbs.	5,980	3.4	7,231	3.7	101,231	89.1	63	0.4	108,525	33.2
10,001 to 12,000 lbs.	2,786	1.6	4,122	2.1	1,180	1.0	13	0.1	5,315	1.6
12,001 to 14,000 lbs.	2,486	1.4	3,372	1.7	1,926	1.7	31	0.2	5,329	1.6
14,001 to 16,000 lbs.	2,571	1.5	4,012	2.1	1,500	1.3	13	0.1	5,525	1.7
16,001 to 18,000 lbs.	3,939	2.3	4,079	2.1	1,373	1.2	25	0.1	5,477	1.7
18,001 to 20,000 lbs.	4,362	2.5	5,157	2.6	1,631	1.4	33	0.2	6,821	2.1
20,001 to 22,000 lbs.	5,857	3.4	3,918	2.0	1,104	1.0	22	0.1	5,044	1.5
22,001 to 24,000 lbs.	8,544	4.9	5,461	2.8	1,414	1.3	54	0.3	6,929	2.1
24,001 to 26,000 lbs.	5,835	3.4	4,672	2.4	977	0.9	77	0.4	5,726	1.8
26,001 to 28,000 lbs.	2,370	1.4	3,088	1.6	503	0.4	82	0.5	3,673	1.1
28,001 to 30,000 lbs.	429	0.2	1,535	0.8	732	0.7	208	1.2	2,475	0.8
30,001 to 32,000 lbs.	304	0.2	865	0.4	-	-	134	0.8	999	0.3
32,001 to 34,000 lbs.	92	0.1	(3/)	-	-	-	(3/)	-	(3/)	-
34,001 to 36,000 lbs.	189	0.1	973	0.5	-	-	310	1.8	1,283	0.4
36,001 to 38,000 lbs.	110	0.1	(3/)	-	-	-	(3/)	-	(3/)	-
38,001 to 40,000 lbs.	175	0.1	609	0.3	-	-	551	3.1	1,160	0.4
40,001 to 42,000 lbs.	1,604	0.9	(3/)	-	-	-	(3/)	-	(3/)	-
42,001 to 44,000 lbs.	654	0.4	991	0.5	-	-	729	4.2	1,720	0.5
44,001 to 46,000 lbs.	106	0.1	(3/)	-	-	-	(3/)	-	(3/)	-
46,001 to 48,000 lbs.	46	0.0	6,930	3.5	-	-	734	4.2	7,664	2.3
48,001 to 50,000 lbs.	15	0.0	-	-	-	-	(3/)	-	(3/)	-
50,001 to 52,000 lbs.	11	0.0	-	-	-	-	746	4.2	746	0.2
52,001 to 56,000 lbs.	-	-	-	-	-	-	772	4.4	772	0.2
56,001 to 60,000 lbs.	-	-	-	-	-	-	2,179	12.4	2,179	0.7
60,001 to 64,000 lbs.	-	-	-	-	-	-	350	2.0	350	0.1
64,001 to 68,000 lbs.	-	-	-	-	-	-	340	1.9	340	0.1
68,001 to 73,000 lbs.	-	-	-	-	-	-	10,081	57.4	10,081	3.1
Total	173,595	100.0	195,808	100.0	113,571	100.0	17,553	100.0	326,932	100.0

1/ In Montana, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

2/ Wisconsin registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW YORK

1971

TABLE MV-23
PART 11 OF 33

GROSS WEIGHT	TRUCKS		AGRICULTURAL TRUCKS		TRACTOR TRUCKS 1/		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,499 lbs. and under	106,317	18.6	1,912	5.9	124	0.3	108,353	16.9
4,500 to 7,999 lbs.	278,388	48.6	17,627	54.2	89	0.2	296,104	46.2
8,000 to 9,999 lbs.	25,524	4.5	2,498	7.7	46	0.1	28,068	4.4
10,000 to 11,999 lbs.	18,360	3.2	1,395	4.3	66	0.2	19,821	3.1
12,000 to 13,999 lbs.	10,766	1.9	905	2.8	76	0.2	11,747	1.8
14,000 to 15,999 lbs.	11,843	2.1	791	2.4	69	0.2	12,703	2.0
16,000 to 17,999 lbs.	29,762	5.2	1,410	4.3	117	0.3	31,289	4.9
18,000 to 19,999 lbs.	26,165	4.6	2,319	7.1	129	0.4	28,613	4.5
20,000 to 21,999 lbs.	3,568	0.6	528	1.6	92	0.3	4,188	0.6
22,000 to 23,999 lbs.	5,406	0.9	684	2.1	73	0.2	6,163	1.0
24,000 to 25,999 lbs.	9,025	1.6	1,554	4.8	149	0.4	10,728	1.7
26,000 to 27,999 lbs.	6,002	1.0	475	1.5	115	0.3	6,592	1.0
28,000 to 29,999 lbs.	4,690	0.8	430	1.3	147	0.4	5,267	0.8
30,000 to 31,999 lbs.	6,110	1.1	-	-	351	1.0	6,461	1.0
32,000 to 35,999 lbs.	7,737	1.3	-	-	583	1.6	8,320	1.3
36,000 to 39,999 lbs.	5,040	0.9	-	-	642	1.8	5,682	0.9
40,000 to 43,999 lbs.	2,422	0.4	-	-	1,284	3.6	3,706	0.6
44,000 to 47,999 lbs.	2,314	0.4	-	-	1,226	3.4	3,540	0.5
48,000 to 51,999 lbs.	3,568	0.6	-	-	1,901	5.3	5,469	0.8
52,000 to 55,999 lbs.	3,997	0.7	-	-	1,936	5.4	5,933	0.9
56,000 to 59,999 lbs.	2,205	0.4	-	-	1,229	3.4	3,434	0.5
60,000 to 63,999 lbs.	1,884	0.3	-	-	4,871	13.5	6,755	1.1
64,000 to 67,999 lbs.	532	0.1	-	-	7,220	20.1	7,752	1.2
68,000 to 72,999 lbs.	670	0.1	-	-	6,860	19.1	7,530	1.2
73,000 lbs. and over	378	0.1	-	-	6,595	18.3	6,973	1.1
Total	572,673	100.0	32,528	100.0	35,990	100.0	641,191	100.0

1/ New York registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TENNESSEE¹ 1971

TABLE MV-23
PART 12 OF 33

GROSS WEIGHT	PRIVATE TRUCKS		FOR HIRE TRUCKS		MOVING VANS		FARM AND SEMI-COMMERCIAL TRUCKS		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
8,000 lbs. and under	65,046	61.2	224	5.4	51	9.3	264,964	92.5	330,285	83.1
8,001 to 14,000 lbs.	12,943	12.2	277	6.7	85	15.5	16,303	5.7	29,608	7.5
14,001 to 18,000 lbs.	8,074	8.5	79	1.9	93	16.9	1,663	0.6	10,909	2.7
18,001 to 24,000 lbs.	6,995	6.6	107	2.6	119	21.6	2,033	0.7	9,254	2.3
24,001 to 30,000 lbs.	2,637	2.5	36	0.9	55	10.0	990	0.3	3,718	0.9
30,001 to 36,000 lbs.	768	0.7	16	0.4	41	7.5	622	0.2	1,447	0.4
36,001 to 42,000 lbs.	1,321	1.3	171	4.2	47	8.5	-	-	1,539	0.4
42,001 to 52,000 lbs.	1,922	1.8	459	11.1	59	10.7	-	-	2,440	0.6
52,001 to 61,580 lbs.	1,411	1.3	267	6.5	-	-	-	-	1,678	0.4
61,581 to 73,280 lbs.	4,192	3.9	2,480	60.3	-	-	-	-	6,672	1.7
Total	2/ 106,309	100.0	4,116	100.0	550	100.0	286,575	100.0	397,550	100.0

^{1/2} Tennessee registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.
Excludes 175 well drilling vehicles, 532 quarterly payment vehicles over 18,000 pounds, and 6,034 vehicles issued zone tags for operation in limited areas.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MISSISSIPPI¹ 1971

TABLE MV-23
PART 13 OF 33

GROSS WEIGHT	NONCOMMERCIAL (PRIVATE)		COMMERCIAL								TOTAL	
			FOR HIRE		PRIVATE AND HOUSEHOLD GOODS		INTRA-CITY		TOTAL			
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
6,000 lbs. and under	196,666	85.4	177	6.1	34,338	59.7	8	1.9	34,523	56.8	231,189	79.4
6,001 to 10,000 lbs.	10,543	4.6	330	11.5	5,593	9.7	39	9.1	5,962	9.8	16,505	5.7
10,001 to 16,000 lbs.	4,816	2.1	196	6.8	3,724	6.5	162	37.8	4,082	6.7	8,898	3.1
16,001 to 20,000 lbs.	5,163	2.2	150	5.2	3,500	6.1	63	14.8	3,713	6.1	8,876	3.0
20,001 to 26,000 lbs.	4,712	2.0	56	1.9	3,203	5.6	13	3.1	3,272	5.4	7,984	2.7
26,001 to 30,000 lbs.	716	0.3	51	1.8	555	1.0	18	4.2	624	1.0	1,340	0.5
30,001 to 36,000 lbs.	1,126	0.5	88	3.0	427	0.7	5	1.2	520	0.9	1,646	0.6
36,001 to 40,000 lbs.	1,724	0.8	92	3.2	832	1.4	20	4.6	944	1.5	2,668	0.9
40,001 to 46,000 lbs.	497	0.2	72	2.5	1,089	1.9	29	6.7	1,190	2.0	1,687	0.6
46,001 to 50,000 lbs.	154	0.1	201	7.0	178	0.3	28	6.4	407	0.7	561	0.2
50,001 to 56,000 lbs.	1,805	0.8	204	7.1	724	1.3	28	6.4	956	1.6	2,761	0.9
56,001 to 60,000 lbs.	599	0.3	79	2.7	804	1.4	6	1.5	889	1.5	1,488	0.5
60,001 to 64,000 lbs.	262	0.1	58	2.0	133	0.2	3	0.6	194	0.3	456	0.2
64,001 to 72,000 lbs.	458	0.2	117	4.1	324	0.6	1	0.2	442	0.7	900	0.3
72,001 to 73,280 lbs.	958	0.4	1,010	35.1	2,053	3.6	6	1.5	3,069	5.0	4,027	1.4
Total	230,199	100.0	2,881	100.0	57,477	100.0	429	100.0	60,787	100.0	290,986	100.0

^{1/2} Mississippi registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS 1971

TABLE MV-23
PART 14 OF 33

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS ^{1/}		FARM TRUCKS ^{2/}		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
2,000 lbs. and under	324	0.0	10	0.0	51	0.0	385	0.0
2,001 to 4,000 lbs.	59,629	4.6	57	0.1	5,274	2.7	64,960	4.2
4,001 to 6,000 lbs.	1,049,822	80.9	79	0.1	148,451	77.3	1,198,352	77.2
6,001 to 8,000 lbs.	43,999	3.4	160	0.3	4,013	2.1	48,172	3.1
8,001 to 10,000 lbs.	19,543	1.5	594	0.9	4,157	2.2	24,294	1.6
10,001 to 12,000 lbs.	16,675	1.3	1,655	2.6	9,904	5.2	28,234	1.8
12,001 to 14,000 lbs.	17,104	1.3	1,447	2.3	5,556	2.9	24,107	1.5
14,001 to 16,000 lbs.	13,859	1.1	1,224	1.9	2,413	1.3	17,496	1.1
16,001 to 17,000 lbs.	5,346	0.4	529	0.8	1,083	0.6	6,958	0.4
17,001 to 18,000 lbs.	8,487	0.7	936	1.5	1,235	0.6	10,658	0.7
18,001 to 20,000 lbs.	12,925	1.0	1,693	2.7	1,895	1.0	16,513	1.1
20,001 to 22,000 lbs.	10,433	0.8	2,363	3.7	2,021	1.1	14,817	1.0
22,001 to 24,000 lbs.	12,536	1.0	5,745	9.0	2,616	1.4	20,897	1.3
24,001 to 26,000 lbs.	6,631	0.5	4,849	7.6	1,555	0.8	13,035	0.8
26,001 to 28,000 lbs.	3,932	0.3	4,574	7.2	528	0.3	9,034	0.6
28,001 to 30,000 lbs.	1,492	0.1	559	0.9	174	0.1	2,225	0.1
30,001 to 31,000 lbs.	506	0.0	182	0.3	45	0.0	733	0.0
31,001 to 32,000 lbs.	472	0.0	371	0.6	83	0.0	926	0.1
32,001 to 34,000 lbs.	475	0.0	279	0.4	45	0.0	799	0.1
34,001 to 36,000 lbs.	731	0.1	284	0.5	78	0.0	1,093	0.1
36,001 to 38,000 lbs.	745	0.1	566	0.9	91	0.1	1,402	0.1
38,001 to 40,000 lbs.	4,399	0.3	31,532	49.6	443	0.2	36,374	2.3
40,001 to 45,000 lbs.	3,685	0.3	1,712	2.7	189	0.1	5,586	0.4
45,001 to 50,000 lbs.	3,789	0.3	327	0.5	25	0.0	4,141	0.3
50,001 lbs. and over	157	0.0	1,828	2.9	11	0.0	1,996	0.1
Total	1,297,696	100.0	63,555	100.0	191,936	100.0	1,553,187	100.0

^{1/} Texas registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes unless specifically exempted by statute.

^{2/} Includes farm tractor trucks.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON¹

1971

 TABLE MV-23
 PART 15 OF 33

GROSS WEIGHT	COMMERCIAL		FARM		LOGGING		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3,999 lbs. and under	31,325	7.5	1,420	2.8	2	0.1	32,747	6.9
4,000 to 5,999 lbs.	241,535	57.6	17,713	35.2	-	-	259,248	54.8
6,000 to 7,999 lbs.	84,187	20.1	6,533	13.0	1	0.0	90,721	19.2
8,000 to 9,999 lbs.	11,206	2.7	2,996	6.0	3	0.1	14,205	3.0
10,000 to 11,999 lbs.	6,450	1.5	2,680	5.3	5	0.2	9,135	1.9
12,000 to 13,999 lbs.	3,682	0.9	1,688	3.3	5	0.2	5,375	1.1
14,000 to 15,999 lbs.	4,894	1.2	3,176	6.3	8	0.2	8,078	1.7
16,000 to 17,999 lbs.	4,496	1.1	2,280	4.5	4	0.1	6,780	1.4
18,000 to 19,999 lbs.	3,854	0.9	4,168	8.3	12	0.4	8,034	1.7
20,000 to 21,999 lbs.	3,284	0.8	2,615	5.2	24	0.7	5,923	1.3
22,000 to 23,999 lbs.	3,619	0.9	2,114	4.2	25	0.7	5,758	1.2
24,000 to 25,999 lbs.	3,146	0.7	1,795	3.6	16	0.5	4,957	1.1
26,000 to 27,999 lbs.	3,208	0.8	390	0.8	17	0.5	3,615	0.8
28,000 to 29,999 lbs.	340	0.1	50	0.1	6	0.2	396	0.1
30,000 to 31,999 lbs.	315	0.1	27	0.1	5	0.1	347	0.1
32,000 to 33,999 lbs.	176	0.0	29	0.1	4	0.1	209	0.0
34,000 to 35,999 lbs.	4,500	1.1	305	0.6	201	6.0	5,006	1.1
36,000 to 37,999 lbs.	206	0.0	15	0.0	2	0.1	223	0.0
38,000 to 39,999 lbs.	315	0.1	35	0.1	8	0.2	358	0.1
40,000 to 41,999 lbs.	357	0.1	30	0.1	14	0.4	401	0.1
42,000 to 43,999 lbs.	277	0.1	33	0.1	7	0.2	317	0.1
44,000 to 45,999 lbs.	319	0.1	19	0.0	10	0.3	348	0.1
46,000 to 47,999 lbs.	138	0.0	8	0.0	1	0.0	147	0.0
48,000 to 49,999 lbs.	109	0.0	10	0.0	1	0.0	120	0.0
50,000 to 51,999 lbs.	80	0.0	31	0.1	-	-	111	0.0
52,000 to 53,999 lbs.	92	0.0	8	0.0	3	0.1	103	0.0
54,000 to 55,999 lbs.	361	0.1	6	0.0	13	0.4	380	0.1
56,000 to 57,999 lbs.	231	0.0	7	0.0	10	0.3	248	0.1
58,000 to 59,999 lbs.	692	0.2	28	0.1	10	0.3	730	0.2
60,000 to 61,999 lbs.	17	0.0	3	0.0	1	0.0	21	0.0
62,000 to 63,999 lbs.	71	0.0	5	0.0	2	0.1	78	0.0
64,000 to 65,999 lbs.	55	0.0	1	0.0	5	0.1	61	0.0
66,000 to 67,999 lbs.	3,980	0.9	19	0.0	2,852	84.6	6,851	1.4
68,000 to 69,999 lbs.	21	0.0	7	0.0	4	0.1	32	0.0
70,000 to 71,999 lbs.	1,866	0.4	38	0.1	90	2.7	1,994	0.4
Total	419,404	100.0	50,282	100.0	3,371	100.0	473,057	100.0

^{1/} In Washington, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN VIRGINIA¹ 1971

TABLE MV-23
PART 36 OF 33

GROSS WEIGHT	SINGLE UNIT TRUCKS				TRUCK COMBINATIONS								TRACTOR TRUCKS				TOTAL	
	PRIVATE		FOR HIRE		PRIVATE		FOR HIRE		PRIVATE		FOR HIRE		PRIVATE		FOR HIRE		NUMBER	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
5,000 lbs. and under	215,990	64.1	1,092	7.8	51	2.1	-	-	2	0.0	-	-	-	-	-	-	217,095	59.1
5,000 to 5,999 lbs.	67,047	19.9	2,688	19.3	147	6.2	7	5.6	16	0.3	6	0.1	6	0.1	6	0.1	69,911	19.0
10,000 to 11,999 lbs.	836	0.3	65	0.5	75	3.2	1	0.7	5	0.1	3	0.0	3	0.0	3	0.0	985	0.3
12,000 to 12,999 lbs.	2,538	0.8	241	1.7	60	2.5	2	1.5	3	0.0	6	0.1	5	0.1	5	0.1	2,850	0.8
13,000 to 13,999 lbs.	1,439	0.4	92	0.7	172	7.2	3	2.2	3	0.0	5	0.1	3	0.0	5	0.1	1,724	0.5
14,000 to 14,999 lbs.	2,132	0.7	182	1.3	96	1.1	3	2.2	2	0.0	7	0.1	2	0.0	7	0.1	2,552	0.7
15,000 to 15,999 lbs.	2,686	0.8	324	2.3	120	5.0	5	4.3	5	0.1	2	0.0	2	0.0	2	0.0	3,142	0.9
16,000 to 16,999 lbs.	2,936	0.9	286	2.0	39	1.6	-	-	7	0.1	3	0.0	3	0.0	3	0.0	3,261	0.9
17,000 to 17,999 lbs.	1,823	0.5	198	1.4	29	1.2	9	7.2	4	0.1	7	0.1	3	0.0	7	0.1	2,070	0.6
18,000 to 18,999 lbs.	1,839	1.1	2,107	15.1	77	3.2	3	2.2	13	0.2	19	0.2	19	0.2	19	0.2	6,058	1.7
19,000 to 19,999 lbs.	2,012	0.6	106	0.8	75	3.2	2	1.5	7	0.1	2	0.0	2	0.0	2	0.0	2,204	0.6
20,000 to 20,999 lbs.	5,289	1.6	727	5.2	127	5.3	8	6.5	36	0.6	50	0.7	36	0.6	50	0.7	6,037	1.9
21,000 to 21,999 lbs.	1,385	0.4	130	0.9	44	1.9	-	-	2	0.0	6	0.1	2	0.0	6	0.1	1,567	0.4
22,000 to 22,999 lbs.	2,541	0.8	270	1.9	120	5.0	3	2.9	8	0.1	19	0.2	8	0.1	19	0.2	2,961	0.8
23,000 to 23,999 lbs.	1,931	0.6	189	1.4	99	4.1	2	1.5	19	0.3	4	0.0	4	0.0	4	0.0	2,244	0.6
24,000 to 24,999 lbs.	5,969	1.8	698	5.0	73	3.1	21	16.7	31	0.5	36	0.5	36	0.5	36	0.5	6,888	1.9
25,000 to 25,999 lbs.	3,195	1.0	455	3.3	79	3.0	4	2.9	48	0.8	37	0.2	37	0.2	37	0.2	3,791	1.0
26,000 to 26,999 lbs.	2,612	0.8	406	2.9	60	2.5	4	3.6	19	0.3	11	0.1	11	0.1	11	0.1	3,112	0.8
27,000 to 27,999 lbs.	1,416	0.4	232	1.7	31	1.3	3	2.2	9	0.1	5	0.1	5	0.1	5	0.1	1,696	0.5
28,000 to 28,999 lbs.	1,499	0.4	252	1.8	61	2.5	4	3.6	11	0.2	15	0.2	15	0.2	15	0.2	1,807	0.5
29,000 to 29,999 lbs.	425	0.1	94	0.7	45	1.9	2	1.5	9	0.1	6	0.1	6	0.1	6	0.1	581	0.2
30,000 to 30,999 lbs.	822	0.2	395	1.4	72	3.0	3	2.2	79	1.3	76	1.0	76	1.0	76	1.0	1,247	0.3
31,000 to 31,999 lbs.	283	0.1	79	0.6	28	1.2	-	-	5	0.1	6	0.1	6	0.1	6	0.1	361	0.1
32,000 to 32,999 lbs.	300	0.1	67	0.5	71	3.0	1	0.7	7	0.1	24	0.3	24	0.3	24	0.3	470	0.1
33,000 to 33,999 lbs.	212	0.1	46	0.3	58	2.4	1	0.7	6	0.1	24	0.3	24	0.3	24	0.3	347	0.1
34,000 to 34,999 lbs.	142	0.0	39	0.2	56	2.3	1	0.7	12	0.2	14	0.2	14	0.2	14	0.2	255	0.1
35,000 to 35,999 lbs.	155	0.0	55	0.4	81	3.4	-	-	38	0.6	37	0.5	37	0.5	37	0.5	366	0.1
36,000 to 36,999 lbs.	239	0.1	81	0.6	57	2.4	3	2.2	27	0.5	30	0.3	30	0.3	30	0.3	427	0.1
37,000 to 37,999 lbs.	57	0.0	42	0.3	28	1.2	2	1.5	5	0.2	12	0.2	12	0.2	12	0.2	150	0.0
38,000 to 38,999 lbs.	91	0.0	44	0.3	32	1.4	2	1.5	20	0.3	13	0.1	13	0.1	13	0.1	200	0.1
39,000 to 39,999 lbs.	71	0.0	41	0.3	30	1.3	1	0.7	9	0.2	9	0.1	9	0.1	9	0.1	161	0.0
40,000 to 40,999 lbs.	957	0.3	259	1.9	70	2.9	6	5.1	434	7.2	593	7.8	593	7.8	593	7.8	2,319	0.6
41,000 to 41,999 lbs.	61	0.0	31	0.2	13	0.5	-	-	11	0.2	7	0.1	7	0.1	7	0.1	121	0.0
42,000 to 42,999 lbs.	165	0.1	86	0.6	28	0.7	3	2.2	89	1.5	17	0.2	17	0.2	17	0.2	378	0.1
43,000 to 43,999 lbs.	142	0.0	94	0.7	20	0.8	3	2.2	16	0.3	41	0.5	41	0.5	41	0.5	316	0.1
44,000 to 44,999 lbs.	263	0.1	209	1.5	13	0.5	1	0.7	40	0.7	15	0.2	15	0.2	15	0.2	541	0.2
45,000 to 45,999 lbs.	647	0.2	647	6.1	32	1.4	5	4.3	141	2.3	138	1.8	138	1.8	138	1.8	1,810	0.5
46,000 to 46,999 lbs.	196	0.0	148	1.1	10	0.4	3	2.2	14	0.2	6	0.1	6	0.1	6	0.1	339	0.1
47,000 to 47,999 lbs.	158	0.0	112	0.8	6	0.3	2	1.4	10	0.2	30	0.4	30	0.4	30	0.4	318	0.1
48,000 to 48,999 lbs.	148	0.0	81	0.6	14	0.6	1	0.7	27	0.5	30	0.4	30	0.4	30	0.4	301	0.1
49,000 to 49,999 lbs.	68	0.0	36	0.3	17	0.7	-	-	12	0.2	7	0.1	7	0.1	7	0.1	140	0.0
50,000 to 50,999 lbs.	1,588	0.5	510	3.6	24	0.9	3	2.2	352	5.9	452	6.0	452	6.0	452	6.0	2,996	0.8
51,000 to 51,999 lbs.	-	-	-	-	6	0.2	-	-	101	1.7	51	0.7	51	0.7	51	0.7	156	0.0
52,000 to 52,999 lbs.	-	-	-	-	3	0.1	-	-	79	1.3	47	0.7	47	0.7	47	0.7	129	0.0
53,000 to 53,999 lbs.	-	-	-	-	4	0.2	-	-	282	4.7	204	2.7	204	2.7	204	2.7	490	0.1
54,000 to 54,999 lbs.	-	-	-	-	-	-	-	-	463	7.7	434	5.7	434	5.7	434	5.7	897	0.2
55,000 to 55,999 lbs.	-	-	-	-	6	0.3	-	-	166	3.3	318	4.2	318	4.2	318	4.2	580	0.2
56,000 to 56,999 lbs.	-	-	-	-	4	0.2	-	-	399	6.5	562	7.5	562	7.5	562	7.5	955	0.3
57,000 to 57,999 lbs.	-	-	-	-	2	0.1	-	-	121	2.0	154	2.1	154	2.1	154	2.1	277	0.1
58,000 to 58,999 lbs.	-	-	-	-	-	-	-	-	81	1.3	202	2.7	202	2.7	202	2.7	283	0.1
59,000 to 59,999 lbs.	-	-	-	-	-	-	-	-	65	1.1	71	0.9	71	0.9	71	0.9	136	0.0
60,000 to 60,999 lbs.	-	-	-	-	2	0.0	-	-	48	0.8	37	0.5	37	0.5	37	0.5	87	0.0
61,000 to 61,999 lbs.	-	-	-	-	13	0.5	-	-	2,567	42.8	3,677	48.7	3,677	48.7	3,677	48.7	6,257	1.7
Total	337,037	100.0	13,927	100.0	2,390	100.0	127	100.0	6,009	100.0	7,555	100.0	6,009	100.0	7,555	100.0	367,045	100.0

^{1/} Virginia registers tractor-semitrailer and truck-full trailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MISSOURI 1971

TABLE MV-23
PART 17 OF 33

GROSS WEIGHT	LOCAL				BEYOND LOCAL 1/				PROBATE				TOTAL			
	SINGLE UNIT		COMBINATION 2/		SINGLE UNIT		COMBINATION 2/		SINGLE UNIT		COMBINATION 2/		SINGLE UNIT		COMBINATION 2/	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
6,000 lbs. and under	90,468	43.6	-	-	182,871	63.4	-	-	4	0.2	-	-	273,343	54.9	-	-
6,001 to 12,000 lbs.	50,481	24.4	-	-	73,906	25.6	-	-	110	4.4	-	-	124,497	25.0	-	-
12,001 to 18,000 lbs.	20,425	9.9	77	0.7	11,059	3.8	56	0.8	544	21.9	11	0.1	31,998	6.4	144	0.5
18,001 to 24,000 lbs.	32,058	15.5	202	1.9	12,457	4.3	96	1.4	951	38.2	54	0.5	45,466	9.1	352	1.3
24,001 to 30,000 lbs.	7,699	3.7	203	2.0	4,741	1.6	108	1.6	614	25.4	109	1.1	13,074	2.6	420	1.6
30,001 to 36,000 lbs.	2,907	1.4	389	3.8	1,405	0.5	144	2.1	78	3.1	86	0.9	4,390	0.9	619	2.3
36,001 to 42,000 lbs.	3,200	1.5	589	5.7	2,150	0.8	225	3.3	170	6.8	221	2.3	5,520	1.1	1,055	3.8
42,001 to 48,000 lbs.	-	-	2,690	26.0	-	-	1,521	22.2	-	-	632	6.4	-	-	4,843	17.9
48,001 to 54,000 lbs.	-	-	2,011	19.4	-	-	566	8.3	-	-	694	7.1	-	-	3,271	12.1
54,001 to 60,000 lbs.	-	-	1,999	19.3	-	-	1,041	15.2	-	-	1,106	11.3	-	-	4,146	15.4
60,001 to 66,000 lbs.	-	-	682	6.6	-	-	251	3.7	-	-	340	3.5	-	-	1,273	4.7
66,001 to 72,000 lbs.	-	-	489	4.7	-	-	434	6.3	-	-	335	3.4	-	-	1,258	4.7
72,001 lbs. and over	-	-	1,026	9.9	-	-	2,402	35.1	-	-	6,210	63.4	-	-	9,638	35.7
Total	207,238	100.0	10,357	100.0	288,559	100.0	6,844	100.0	2,491	100.0	9,798	100.0	498,288	100.0	26,999	100.0

1/

A commercial motor vehicle whose operations are confined solely to a municipality or to an area extending not more than 25 miles from that municipality.

Missouri registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT PER LOAD CARRYING AXLE AND GROSS WEIGHT IN LOUISIANA 1971

TABLE MV-23
PART 18 OF 33

GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES 1/	TRUCKS							GROSS VEHICLE WEIGHT	TRACTOR TRUCKS 2/						
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR REAR	TOTAL	PERCENT		PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR REAR	TOTAL	PERCENT
3,500 lbs. and under	258,647	(1/)	(1/)	92	155	258,894	73.6	12,000 lbs. and under	187	-	4	69	75	335	2.0
3,501 to 6,000 lbs.	12,251	40,206	96	206	213	53,312	15.2	12,001 to 16,000 lbs.	177	-	2	20	14	213	1.3
6,001 to 10,000 lbs.	3,609	1/ 8,090	90	410	240	12,359	3.5	16,001 to 20,000 lbs.	236	-	14	108	54	412	2.5
10,001 to 14,000 lbs.	3,674	-	127	515	107	4,423	1.3	20,001 to 24,000 lbs.	217	-	5	37	45	304	1.9
14,001 to 18,000 lbs.	2,699	-	100	297	134	3,230	0.9	24,001 to 28,000 lbs.	191	-	4	33	14	248	1.5
18,001 to 24,000 lbs.	2,174	-	97	337	52	2,660	0.7	28,001 to 32,000 lbs.	406	-	93	86	68	653	4.0
24,001 to 30,000 lbs.	1,641	-	35	159	41	1,876	0.5	32,001 to 36,000 lbs.	693	310	54	199	170	1,406	8.7
30,001 to 36,000 lbs.	7,899	-	1,769	668	115	10,411	3.0	36,001 to 40,000 lbs.	2/ 186	-	6	2/ 58	2/ 73	2/ 329	2.0
36,001 to 42,000 lbs.	6/ 222	-	27	6/ 29	6/ 7	6/ 285	0.1	40,001 to 44,000 lbs.	27	-	1	4	30	62	0.4
42,001 to 48,000 lbs.	168	-	14	16	4	202	0.1	44,001 to 48,000 lbs.	7/ 92	-	7/ 2	7/ 2	7/ 18	7/ 114	0.7
48,001 to 54,000 lbs.	118	-	3	15	-	136	0.0	48,001 to 50,000 lbs.	2,424	1,060	769	247	375	4,875	29.8
54,001 to 60,000 lbs.	2,713	-	476	587	21	3,797	1.1	50,001 to 54,000 lbs.	37	-	-	-	21	98	0.3
								54,001 to 56,000 lbs.	8/ 51	-	8/ 8	8/ 5	14	8/ 78	0.5
								56,001 to 60,000 lbs.	51	-	-	-	13	64	0.4
								60,001 to 64,000 lbs.	3,999	457	2/ 969	2/ 73	1,673	2/ 6,769	41.4
								64,001 to 68,000 lbs.	287	-	-	6	131	424	2.6
Total	255,795	48,576	2,794	3,351	1,089	10/ 351,605	100.0	Total	9,461	1,827	1,531	947	2,786	16,352	100.0

1/ The weights given are the gross weights on the load carrying axle. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 35,000 pounds. Axles more than 8 feet apart are allowed 10,000 pounds each.

2/ Louisiana registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

4/ Includes vehicles with gross weights per load carrying axle of 6,000 pounds and over.

5/ Includes tandem-axle vehicles with gross weights of 35,001 to 40,000 pounds.

6/ Includes tandem-axle vehicles with gross weights per load carrying axle of 16,001 to 20,000 pounds.

7/ Includes tandem-axle vehicles with gross weights of 40,001 to 48,000 pounds.

8/ Includes tandem-axle vehicles with gross weights of 48,001 to 50,000 pounds.

9/ Includes tandem-axle vehicles with gross weights of 50,001 to 60,000 pounds.

10/ Includes 377 household goods common carriers and 4,900 commercial trucks.

VEHICLES REGISTERED ON BASIS OF CHASSIS WEIGHT AND GROSS WEIGHT IN MARYLAND 1971

TABLE MV-23
PART 19 OF 33

CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	TRUCKS					
		PRIVATE USE		FOR HIRE		TOTAL	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
1,500 lbs. and less	10,000 lbs.	170,372	80.5	4,728	28.7	175,100	76.8
1,501 to 2,500 lbs.	10,000 lbs.	2,194	1.0	218	1.3	2,412	1.0
2,501 to 4,000 lbs.	17,000 lbs.	14,568	6.9	2,413	14.7	16,981	7.4
4,001 to 5,000 lbs.	20,000 lbs.	9,214	4.4	2,818	17.1	12,032	5.3
5,001 to 6,000 lbs.	25,000 lbs.	7,301	3.4	3,121	19.0	10,422	4.6
6,001 to 7,500 lbs.	32,000 lbs.	5,405	2.6	2,028	12.3	7,433	3.3
7,501 to 9,000 lbs.	35,000 lbs.	787	0.4	367	2.2	1,154	0.5
7,501 to 9,000 lbs.	45,000 lbs.	309	0.1	100	0.6	409	0.2
9,001 lbs. and over	55,000 lbs.	1,413	0.7	662	4.1	2,075	0.9
Total		211,563	100.0	16,455	100.0	228,018	100.0

CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	FARM TRUCKS		MAXIMUM GROSS WEIGHT	TRACTOR TRUCKS ^{1/}	
		NUMBER	PERCENT		NUMBER	PERCENT
1,500 to 2,500 lbs.	10,000 lbs.	22	0.2	40,000 lbs.	1,209	9.4
2,501 to 4,200 lbs.	25,000 lbs.	4,508	50.4	50,000 lbs.	1,826	14.2
4,201 to 5,000 lbs.	28,000 lbs.	2,736	30.6	65,000 lbs.	5,228	40.7
5,001 lbs. and over	34,000 lbs. and over	1,678	18.8	73,280 lbs.	4,581	35.7
Total		8,944	100.0		12,844	100.0

^{1/} Maryland registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT AND GROSS WEIGHT IN MINNESOTA¹ 1971

TABLE MV-23
PART 20 OF 33

EMPTY WEIGHT	FARM AND URBAN TRUCKS AND TRACTOR TRUCKS		GROSS WEIGHT	COMMERCIAL TRUCKS AND TRACTOR TRUCKS	
	NUMBER	PERCENT		NUMBER	PERCENT
2,999 lbs. and under	854	0.8	4,999 lbs. and under	1,486	0.4
3,000 to 3,999 lbs.	41,628	37.1	5,000 to 7,999 lbs.	230,175	68.3
4,000 to 4,999 lbs.	21,590	19.3	8,000 to 9,999 lbs.	28,182	8.4
5,000 to 5,999 lbs.	7,233	6.5	10,000 to 11,999 lbs.	8,783	2.6
6,000 to 6,999 lbs.	9,289	8.3	12,000 to 13,999 lbs.	5,397	1.6
7,000 to 7,999 lbs.	10,473	9.3	14,000 to 15,999 lbs.	6,627	2.0
8,000 to 8,999 lbs.	7,723	6.9	16,000 to 17,999 lbs.	5,064	1.5
9,000 to 9,999 lbs.	3,418	3.0	18,000 to 19,999 lbs.	6,728	2.0
10,000 to 10,999 lbs.	1,745	1.6	20,000 to 21,999 lbs.	7,570	2.3
11,000 to 11,999 lbs.	1,341	1.2	22,000 to 23,999 lbs.	6,159	1.8
12,000 to 12,999 lbs.	1,249	1.1	24,000 to 25,999 lbs.	5,771	1.7
13,000 to 13,999 lbs.	622	0.6	26,000 to 27,999 lbs.	3,507	1.0
14,000 to 14,999 lbs.	698	0.6	28,000 to 29,999 lbs.	657	0.2
15,000 to 15,999 lbs.	779	0.7	30,000 to 31,999 lbs.	472	0.1
16,000 to 16,999 lbs.	602	0.5	32,000 to 35,999 lbs.	744	0.2
17,000 to 17,999 lbs.	526	0.5	36,000 to 39,999 lbs.	1,236	0.4
18,000 to 18,999 lbs.	389	0.3	40,000 to 44,999 lbs.	2,725	0.8
19,000 to 19,999 lbs.	324	0.3	45,000 to 49,999 lbs.	3,548	1.1
20,000 lbs. and over	1,594	1.4	50,000 to 54,999 lbs.	785	0.2
			55,000 to 59,999 lbs.	1,620	0.5
			60,000 to 64,999 lbs.	290	0.1
			65,000 to 69,999 lbs.	209	0.1
			70,000 lbs. and over	9,167	2.7
Total	112,077	100.0	Total	336,902	100.0

^{1/} Minnesota registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT AND EMPTY WEIGHT IN OREGON¹

1971

TABLE MV-23
PART 21 OF 33

GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	EMPTY WEIGHT	FARM TRUCKS	PERCENT
6,000 lbs. and under	630	0.8	4,000 lbs. and under	1,815	6.6
6,001 to 8,000 lbs.	5,870	7.6	4,001 to 6,000 lbs.	8,701	31.5
8,001 to 10,000 lbs.	7,426	9.7	6,001 to 8,000 lbs.	10,012	36.3
10,001 to 12,000 lbs.	4,736	6.2	8,001 to 10,000 lbs.	4,683	16.9
12,001 to 14,001 lbs.	2,331	3.0	10,001 to 12,000 lbs.	1,263	4.6
14,001 to 16,000 lbs.	2,944	3.8	12,001 to 14,000 lbs.	585	2.1
16,001 to 18,000 lbs.	14,230	18.5	14,001 to 16,000 lbs.	275	1.0
18,001 to 20,000 lbs.	2,942	3.8	16,001 to 17,000 lbs.	77	0.3
20,001 to 22,000 lbs.	2,511	3.3	17,001 to 18,000 lbs.	75	0.3
22,001 to 24,000 lbs.	4,045	5.3	18,001 to 20,000 lbs.	108	0.4
24,001 to 26,000 lbs.	3,606	4.7			
26,001 to 28,000 lbs.	4,865	6.3			
28,001 to 30,000 lbs.	907	1.2			
30,001 to 32,000 lbs.	354	0.5			
32,001 to 34,000 lbs.	180	0.2			
34,001 to 36,000 lbs.	531	0.7			
36,001 to 38,000 lbs.	228	0.3			
38,001 to 40,000 lbs.	1,154	1.5			
40,001 to 42,000 lbs.	6,568	8.6			
42,001 to 44,000 lbs.	8,138	10.6			
44,001 to 46,000 lbs.	1,308	1.7			
46,001 to 48,000 lbs.	310	0.4			
48,001 to 50,000 lbs.	534	0.7			
50,001 to 52,000 lbs.	254	0.3			
52,001 to 54,000 lbs.	13	0.0			
54,001 to 56,000 lbs.	29	0.1			
56,001 to 58,000 lbs.	12	0.0			
58,001 to 60,000 lbs.	9	0.0			
60,001 to 62,000 lbs.	45	0.1			
62,001 to 64,000 lbs.	22	0.0			
64,001 to 66,000 lbs.	6	0.0			
66,001 to 68,000 lbs.	13	0.0			
68,001 to 70,000 lbs.	9	0.0			
70,001 to 72,000 lbs.	15	0.0			
72,001 to 74,000 lbs.	10	0.0			
74,001 lbs. and over	56	0.1			
Total	2/ 76,841	100.0	Total	27,594	100.0

^{1/} Oregon registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor trucks only.
^{2/} Excludes 137,956 pickups and panels registered as passenger vehicles.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT
AND GROSS WEIGHT IN MICHIGAN ¹

1971

TABLE MV-23
PART 22 OF 33

EMPTY WEIGHT	PICKUPS		OTHER		TOTAL		GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT			
2,500 lbs. and under	(2/)	-	12,080	7.9	12,080	2.2	24,000 lbs. and under	25,918	31.9
2,501 to 4,000 lbs.	329,820	82.3	60,728	39.6	390,548	70.5	24,001 to 28,000 lbs.	10,906	13.4
4,001 to 4,500 lbs.	64,572	16.1	(2/)	-	64,572	11.6	28,001 to 32,000 lbs.	4,514	5.6
4,501 to 5,000 lbs.	4,221	1.1	(2/)	-	4,221	0.8	32,001 to 36,000 lbs.	2,210	2.7
5,001 to 6,000 lbs.	3/ 2,123	0.5	36,023	23.5	38,146	6.9	36,001 to 42,000 lbs.	3,601	4.4
6,001 to 8,000 lbs.	-	-	28,394	18.5	28,394	5.1	42,001 to 48,000 lbs.	5,275	6.5
8,001 lbs. and over	-	-	16,214	10.5	16,214	2.9	48,001 to 54,000 lbs.	4,398	5.4
							54,001 to 60,000 lbs.	5,351	6.6
							60,001 to 66,000 lbs.	2,648	3.3
							66,001 to 72,000 lbs.	3,201	4.0
							72,001 to 80,000 lbs.	6,270	7.7
							80,001 to 90,000 lbs.	1,878	2.3
							90,001 to 100,000 lbs.	1,606	2.0
							100,001 to 115,000 lbs.	1,135	1.4
							115,001 to 130,000 lbs.	548	0.7
							130,001 lbs. and over	1,718	2.1
Total	400,736	100.0	153,439	100.0	554,175	100.0	Total	81,177	100.0

1/ Trucks with an empty weight of 8,000 pounds or less, not used in combination, farm trucks, and trucks designed and used to tow disabled vehicles, mobile homes, or trailer coaches are registered on an empty weight basis. Other trucks and all tractor trucks are registered on a gross weight basis. Tractor-semitrailer combinations are registered as single units, with the combined weights used for registration purposes.

2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

3/ Includes pickups with empty weights of 5,001 pounds and over.

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT ¹ 1971

TABLE MV-23
PART 23 OF 33

Motor Vehicles

57

ALASKA				FLORIDA		
UNLADEN WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	SCALE WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	
4,000 lbs. and under	144	1.5	1,999 lbs. and under	1,308	0.2	
4,001 to 6,000 lbs.	3,943	39.9	2,000 to 3,000 lbs.	66,599	11.7	
6,001 to 8,000 lbs.	1,773	17.9	3,001 to 5,000 lbs.	360,989	63.5	
8,001 to 10,000 lbs.	1,079	10.9	5,001 lbs. and over	139,698	24.6	
10,001 to 12,000 lbs.	795	8.0				
12,001 to 14,000 lbs.	508	5.1				
14,001 to 16,000 lbs.	602	6.1				
16,001 to 20,000 lbs.	776	7.9				
20,001 to 25,000 lbs.	178	1.8				
25,001 to 30,000 lbs.	19	0.2				
30,001 lbs. and over	64	0.7				
Total	3/ 9,881	100.0	Total	568,594	100.0	

^{1/} The States on this table register tractor trucks and semitrailers as separate units.

^{2/} The term "unladen weight" is used in Alaska, "scale weight" in Florida. "Scale weight" is the unladen weight of the vehicle as indicated by actual weighing.

^{3/} Excludes 412 farm trucks and 34,020 pickup trucks. Pickup trucks under 5,000 pounds unladen weight and used primarily in private service, constitute a separate registration category.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT IN ARIZONA 1971

TABLE MV-23
PART 24 OF 33

EMPTY WEIGHT	2-AXLE TRUCKS			3-AXLE TRUCKS			TRACTOR TRUCKS ^{1/}			TOTAL	
	PICKUPS	OTHER	TOTAL	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	PERCENT
2,999 lbs. and under	12,205	2,950	15,155	5.9	1	0.0	1	0.0	15,157	5.6	
3,000 to 3,999 lbs.	160,339	9,342	169,681	65.8	-	-	16	0.2	169,697	63.0	
4,000 to 4,999 lbs.	38,616	7,095	45,711	17.7	4	0.1	85	1.2	45,800	17.0	
5,000 to 5,999 lbs.	1,580	5,713	7,293	2.8	2	0.0	259	3.8	7,554	2.8	
6,000 to 6,999 lbs.	238	4,390	4,628	1.8	8	0.2	347	5.0	4,983	1.9	
7,000 to 7,999 lbs.	51	4,020	4,071	1.6	18	0.4	527	7.7	4,616	1.7	
8,000 to 8,999 lbs.	32	3,801	3,833	1.5	35	0.8	437	6.4	4,305	1.6	
9,000 to 9,999 lbs.	10	2,677	2,687	1.0	96	2.2	392	5.7	3,175	1.2	
10,000 to 10,999 lbs.	-	1,701	1,701	0.7	136	3.2	355	4.7	2,162	0.8	
11,000 to 11,999 lbs.	-	954	954	0.4	229	5.4	664	9.7	1,847	0.7	
12,000 to 12,999 lbs.	-	695	695	0.3	493	11.5	666	9.7	1,854	0.7	
13,000 to 13,999 lbs.	-	438	438	0.2	242	5.7	648	9.4	1,328	0.5	
14,000 to 14,999 lbs.	-	349	349	0.1	224	5.2	1,124	16.3	1,697	0.6	
15,000 to 15,999 lbs.	-	212	212	0.1	272	6.4	728	10.6	1,212	0.5	
16,000 to 16,999 lbs.	-	142	142	0.0	387	9.1	324	4.7	853	0.3	
17,000 to 17,999 lbs.	-	90	90	0.0	342	8.0	165	2.4	597	0.2	
18,000 to 18,999 lbs.	-	92	92	0.0	434	10.2	84	1.2	610	0.2	
19,000 to 19,999 lbs.	-	53	53	0.0	362	8.5	29	0.4	444	0.2	
20,000 lbs. and over	-	223	223	0.1	989	23.1	60	0.9	1,272	0.5	
Total	213,071	44,937	258,008	100.0	4,274	100.0	6,881	100.0	2/ 269,163	100.0	

^{1/} Arizona registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor trucks only.
^{2/} Excludes 7,587 noncommercial vehicles.

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT IN CALIFORNIA 1971

TABLE MV-23
PART 25 OF 33

UNLADEN WEIGHT ^{1/}	TRUCKS AND TRACTOR TRUCKS ^{1/}									
	2-AXLE		3-AXLE		4-AXLE		TOTAL			
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
1,999 lbs. and under	175	0.0	-	-	-	-	175	0.0		
2,000 to 2,999 lbs.	25,647	1.3	5	0.0	-	-	25,652	1.3		
3,000 to 4,000 lbs.	1,289,263	66.1	151	0.3	7	1.2	1,289,421	64.4		
4,001 to 5,000 lbs.	348,504	17.9	71	0.1	4	0.7	348,579	17.4		
5,001 to 6,000 lbs.	56,462	2.9	40	0.1	4	0.7	56,506	2.8		
6,001 to 7,000 lbs.	44,565	2.3	45	0.1	-	-	44,610	2.2		
7,001 to 8,000 lbs.	42,283	2.2	92	0.2	-	-	42,375	2.1		
8,001 to 9,000 lbs.	38,753	2.0	235	0.5	-	-	38,988	1.9		
9,001 to 10,000 lbs.	37,037	1.9	539	1.0	-	-	37,576	1.9		
10,001 to 11,000 lbs.	24,086	1.2	999	1.9	-	-	25,085	1.3		
11,001 to 12,000 lbs.	22,858	1.2	2,816	5.4	-	-	25,674	1.3		
12,001 to 13,000 lbs.	12,638	0.7	5,845	11.2	1	0.2	18,484	0.9		
13,001 to 14,000 lbs.	4,193	0.2	7,645	14.7	119	19.9	11,957	0.6		
14,001 to 15,000 lbs.	1,814	0.1	8,931	17.1	178	29.6	10,923	0.5		
15,001 to 16,000 lbs.	878	0.0	7,025	13.5	126	20.9	8,029	0.4		
16,001 to 17,000 lbs.	488	0.0	6,483	12.4	104	17.2	7,075	0.4		
17,001 to 18,000 lbs.	234	0.0	5,340	10.3	25	4.2	5,599	0.3		
18,001 to 19,000 lbs.	136	0.0	2,596	5.0	11	1.7	2,743	0.1		
19,001 to 20,000 lbs.	78	0.0	1,419	2.7	2	0.4	1,499	0.1		
20,001 lbs. and over	234	0.0	1,801	3.5	20	3.3	2,055	0.1		
Total	1,950,326	100.0	52,078	100.0	601	100.0	2,003,005	100.0		

^{1/} California registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor truck only.

^{1/} California registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor truck only.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT IN COLORADO¹

60

Highway Statistics, 1971

TABLE HW-23
PART 26 OF 33

EMPTY WEIGHT	TRUCKS				TRACTOR TRUCKS ^{1/}				TOTAL				
	INTRA-CITY	METROPOLITAN	UNLIMITED	FARM	PERCENT	INTRA-CITY	METROPOLITAN	UNLIMITED	FARM	TOTAL	PERCENT	NUMBER	PERCENT
3,000 lbs. and under	4	267	33,054	3,786	37,111	11.0	1	33	212	25	271	5.5	37,382
3,001 to 4,000 lbs.	7	159	184,295	36,878	221,999	65.3	-	3	17	7	27	0.3	223,126
4,001 to 4,500 lbs.	5	316	21,844	7,105	29,270	8.6	-	2	81	22	105	1.0	29,375
4,501 to 5,000 lbs.	5	639	5,391	4,043	10,078	3.0	2	23	205	40	270	2.5	10,348
5,001 to 5,500 lbs.	7	507	3,338	5,885	9,737	2.9	1	63	388	39	431	4.1	10,168
5,501 to 6,000 lbs.	5	440	3,084	6,550	10,079	3.0	1	114	418	61	597	5.6	10,676
6,001 to 7,000 lbs.	1	381	2,814	3,603	6,799	2.0	1	86	398	52	497	4.7	7,296
7,001 to 8,000 lbs.	1	243	2,161	1,465	3,870	1.1	-	38	420	75	533	5.0	1,403
8,001 to 9,000 lbs.	7	266	1,869	460	2,582	0.8	2	37	441	37	517	4.9	3,999
9,001 to 10,000 lbs.	2	141	1,235	290	1,668	0.5	-	32	405	33	470	4.4	2,138
10,001 to 10,500 lbs.	-	79	886	219	1,104	0.4	1	31	635	22	689	6.5	1,873
11,001 to 12,000 lbs.	-	55	595	104	744	0.2	-	26	1,345	41	1,412	13.3	2,156
12,001 to 13,000 lbs.	-	50	614	68	732	0.2	-	14	1,915	50	1,979	18.6	2,711
13,001 to 14,000 lbs.	1	58	648	35	742	0.2	-	22	1,362	21	1,405	13.2	2,147
14,001 to 15,000 lbs.	-	59	500	25	598	0.2	-	4	607	9	630	5.8	1,204
15,001 to 16,000 lbs.	-	43	399	23	465	0.1	-	2	277	3	282	2.7	747
16,001 to 17,000 lbs.	-	33	300	7	360	0.1	-	1	136	-	137	1.3	497
17,001 to 18,000 lbs.	-	12	339	8	359	0.1	-	-	98	3	61	0.6	420
18,001 to 19,000 lbs.	-	20	659	4	683	0.2	-	-	92	1	93	0.9	776
19,001 to 20,000 lbs.	-	6	267	1	274	0.1	-	-	45	1	46	0.4	320
20,001 to 22,000 lbs.	-	3	69	-	72	0.0	-	-	36	3	39	0.4	111
22,001 to 24,000 lbs.	-	3	42	-	45	0.0	-	-	34	-	34	0.3	79
24,001 to 26,000 lbs.	-	4	26	-	30	0.0	-	-	16	-	16	0.1	46
26,001 to 28,000 lbs.	-	-	13	1	14	0.0	-	-	5	-	5	0.0	19
28,001 to 30,000 lbs.	-	1	18	-	19	0.0	-	-	6	-	6	0.1	25
30,001 to 32,000 lbs.	-	-	16	1	17	0.0	-	-	9	-	9	0.1	36
32,001 to 34,000 lbs.	-	-	12	-	12	0.0	-	-	7	-	7	0.1	19
34,001 to 36,000 lbs.	-	-	14	-	14	0.0	-	1	-	1	0.0	15	0.0
36,001 to 38,000 lbs.	-	-	11	-	11	0.0	-	-	12	-	12	0.1	26
38,001 to 40,000 lbs.	-	-	8	-	8	0.0	-	8	-	8	0.1	16	0.0
40,001 to 42,000 lbs.	-	-	11	-	11	0.0	-	-	4	-	4	0.0	15
42,001 to 44,000 lbs.	-	-	5	-	5	0.0	-	-	10	-	10	0.1	15
44,001 lbs. and over	-	-	24	6	30	0.0	-	-	30	1	31	0.3	61
Total	45	3,785	864,514	70,567	1,339,911	100.0	9	531	9,535	949	10,664	100.0	340,535

<

^{1/} Colorado registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS EMPTY WEIGHT

1971

TABLE MV-23
PART 27 OF 33

Motor Vehicles

61

EMPTY WEIGHT	TRUCKS			NEVADA			TOTAL			COMMERCIAL TRUCKS			TRACTOR TRUCKS 2/			TOTAL	
	NUMBER	PERCENT		TRACTOR TRUCKS 1/		PERCENT	NUMBER	PERCENT		NUMBER	PERCENT		NUMBER	PERCENT		NUMBER	PERCENT
				NUMBER	PERCENT												
3,500 lbs. and under	21,335	25.6		5	0.3		21,340	25.1		15,788	18.9		5	0.2		15,793	18.2
3,501 to 3,999 lbs.	26,586	31.8		4	0.2		26,590	31.3		(3/)	-		(3/)	-		(3/)	-
4,000 to 4,500 lbs.	18,404	22.0		12	0.8		18,416	21.6		44,378	53.0		64	2.0		44,442	51.1
4,501 to 5,049 lbs.	7,224	8.7		17	1.1		7,241	8.5		(3/)	-		(3/)	-		(3/)	-
5,050 to 5,500 lbs.	1,621	1.9		23	1.4		1,644	1.9		7,967	9.5		101	3.2		8,068	9.3
5,501 to 6,000 lbs.	1,177	1.4		33	2.1		1,210	1.4		1,618	1.9		47	1.5		1,665	1.9
6,001 to 7,000 lbs.	1,664	2.0		97	6.2		1,761	2.1		2,751	3.3		105	3.3		2,856	3.3
7,001 to 8,000 lbs.	1,281	1.5		109	7.0		1,390	1.6		3,047	3.6		142	4.5		3,189	3.7
8,001 to 9,000 lbs.	1,105	1.3		104	6.7		1,209	1.4		2,369	2.8		154	4.9		2,523	2.9
9,001 to 10,000 lbs.	901	1.1		96	6.1		997	1.2		1,592	1.9		167	5.3		1,759	2.0
10,001 to 11,000 lbs.	453	0.5		99	6.3		552	0.7		706	0.8		81	2.6		787	0.9
11,001 to 12,000 lbs.	282	0.3		104	6.7		386	0.5		618	0.7		124	3.9		742	0.8
12,001 to 13,000 lbs.	259	0.3		90	5.8		349	0.4		380	0.5		135	4.3		515	0.6
13,001 to 14,000 lbs.	175	0.2		132	8.4		307	0.4		277	0.3		297	9.4		574	0.7
14,001 to 15,000 lbs.	137	0.2		230	14.7		367	0.4		271	0.3		569	18.0		840	1.0
15,001 to 16,000 lbs.	114	0.1		163	10.4		277	0.3		261	0.3		377	11.9		638	0.7
16,001 to 17,000 lbs.	120	0.2		103	6.6		223	0.3		223	0.3		201	6.4		424	0.5
17,001 to 18,000 lbs.	120	0.2		99	3.8		179	0.2		228	0.3		145	4.6		373	0.4
18,001 to 19,000 lbs.	129	0.2		37	2.3		166	0.2		158	0.2		76	2.4		234	0.3
19,001 to 20,000 lbs.	80	0.1		20	1.3		100	0.1		156	0.2		59	1.9		235	0.2
20,001 lbs. and over	347	0.4		28	1.8		375	0.4		1,017	1.2		308	9.7		1,325	1.5
Total	83,514	100.0		1,565	100.0		85,079	100.0		83,805	100.0		3,157	100.0		86,962	100.0

1/ Nevada registers tractor-semitrailer combinations as single units. The weights shown are for the tractor trucks only.
 2/ Wyoming registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor trucks only.
 3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT IN OHIO
1971TABLE MV-23
PART 28 OF 33

EMPTY WEIGHT	TRUCKS AND TRACTOR TRUCKS 1/		FARM TRUCKS		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
1,049 lbs. and under	59	0.0	-	-	59	0.0
1,050 to 2,049 lbs.	1,437	0.3	50	0.0	1,487	0.2
2,050 to 3,049 lbs.	46,451	9.8	4,620	2.6	51,071	7.9
3,050 to 4,049 lbs.	192,656	40.6	111,049	63.1	303,705	46.7
4,050 to 5,049 lbs.	52,806	11.1	33,112	18.8	85,918	13.2
5,050 to 6,049 lbs.	23,428	4.9	7,423	4.2	30,851	4.8
6,050 to 7,049 lbs.	19,654	4.2	6,950	4.0	26,604	4.1
7,050 to 8,049 lbs.	24,775	5.2	5,920	3.4	30,695	4.7
8,050 to 9,049 lbs.	24,823	5.2	3,682	2.1	28,505	4.4
9,050 to 10,049 lbs.	21,127	4.5	1,644	0.9	22,771	3.5
10,050 to 11,049 lbs.	14,908	3.2	655	0.4	15,563	2.4
11,050 to 12,049 lbs.	12,672	2.7	383	0.2	13,055	2.0
12,050 to 13,049 lbs.	10,476	2.2	192	0.1	10,668	1.7
13,050 to 14,049 lbs.	9,210	1.9	91	0.1	9,301	1.4
14,050 to 15,049 lbs.	7,783	1.6	81	0.1	7,864	1.2
15,050 to 16,049 lbs.	4,639	1.0	60	0.0	4,699	0.7
16,050 to 17,049 lbs.	2,484	0.5	-	-	2,484	0.4
17,050 to 18,049 lbs.	1,695	0.4	-	-	1,695	0.3
18,050 to 19,049 lbs.	1,110	0.2	-	-	1,110	0.2
19,050 to 20,049 lbs.	729	0.2	-	-	729	0.1
20,050 to 21,049 lbs.	411	0.1	-	-	411	0.1
21,050 to 22,049 lbs.	257	0.1	-	-	257	0.0
22,050 to 23,049 lbs.	247	0.1	-	-	247	0.0
23,050 to 24,049 lbs.	85	0.0	-	-	85	0.0
24,050 to 25,049 lbs.	85	0.0	-	-	85	0.0
25,050 to 26,049 lbs.	50	0.0	-	-	50	0.0
26,050 to 27,049 lbs.	54	0.0	-	-	54	0.0
27,050 to 28,049 lbs.	49	0.0	-	-	49	0.0
28,050 to 29,049 lbs.	25	0.0	-	-	25	0.0
29,050 to 30,049 lbs.	12	0.0	-	-	12	0.0
30,050 to 31,049 lbs.	7	0.0	-	-	7	0.0
31,050 to 32,049 lbs.	14	0.0	-	-	14	0.0
32,050 to 33,049 lbs.	14	0.0	-	-	14	0.0
33,050 to 34,049 lbs.	25	0.0	-	-	25	0.0
34,050 to 35,049 lbs.	48	0.0	-	-	48	0.0
35,050 to 36,049 lbs.	6	0.0	-	-	6	0.0
36,050 to 37,049 lbs.	7	0.0	-	-	7	0.0
37,050 to 38,049 lbs.	3	0.0	-	-	3	0.0
38,050 to 39,049 lbs.	3	0.0	-	-	3	0.0
39,050 to 40,049 lbs.	9	0.0	-	-	9	0.0
Total	474,333	100.0	175,912	100.0	650,245	100.0

1/ Ohio registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor trucks only.

VEHICLES REGISTERED ON THE
BASIS OF CARRYING CAPACITY
IN SOUTH CAROLINA¹
1971

TABLE MV-23
PART 29 OF 33

LOAD TO BE HAULED	NUMBER OF VEHICLES	PERCENT
1 Ton or less	187,190	81.0
Over 1 to 2 tons	5,609	2.4
Over 2 to 3 tons	7,019	3.0
Over 3 to 4 tons	3,924	1.7
Over 4 to 5 tons	3,989	1.7
Over 5 to 6 tons	3,014	1.3
Over 6 to 7 tons	2,027	0.9
Over 7 to 8 tons	2,739	1.2
Over 8 to 9 tons	1,622	0.7
Over 9 to 10 tons	1,149	0.5
Over 10 to 11 tons	85	0.0
Over 11 to 12 tons	513	0.2
Over 12 to 13 tons	134	0.1
Over 13 to 14 tons	280	0.1
Over 14 to 15 tons	1,052	0.5
Over 15 to 16 tons	971	0.4
Over 16 to 18 tons	1,752	0.8
Over 18 to 20 tons	1,948	0.9
Over 20 to 22 tons	1,756	0.8
Over 22 to 24 tons	1,708	0.7
Over 24 to 26 tons	1,017	0.4
Over 26 tons	1,615	0.7
Total	2/ 231,113	100.0
1/ South Carolina registers tractor-semi-trailer combinations as single units, using the combined weights for registration purposes.		
2/ Excludes 11,472 farm vehicles.		

VEHICLES REGISTERED ON THE
BASIS OF EMPTY WEIGHT
IN HAWAII¹
1971

TABLE MV-23
PART 30 OF 33

EMPTY WEIGHT	NUMBER OF VEHICLES	PERCENT
2,999 lbs. and under	8,966	19.4
3,000 to 3,999 lbs.	21,143	45.8
4,000 to 4,999 lbs.	4,869	10.5
5,000 to 5,999 lbs.	1,925	4.2
6,000 to 6,999 lbs.	1,213	2.6
7,000 to 7,999 lbs.	1,232	2.7
8,000 to 8,999 lbs.	1,080	2.3
9,000 to 9,999 lbs.	909	2.0
10,000 to 10,999 lbs.	596	1.3
11,000 to 11,999 lbs.	575	1.2
12,000 to 12,999 lbs.	567	1.2
13,000 to 13,999 lbs.	445	1.0
14,000 to 14,999 lbs.	348	0.7
15,000 to 15,999 lbs.	307	0.7
16,000 to 16,999 lbs.	296	0.6
17,000 to 17,999 lbs.	251	0.5
18,000 to 18,999 lbs.	219	0.5
19,000 to 19,999 lbs.	281	0.7
20,000 lbs. and over	973	2.1
Total	46,195	100.0
1/ Hawaii registers tractor trucks and semitrailers as separate units.		

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT¹ 1971

TABLE HW-23
PART 31 OF 33

NEW MEXICO			SOUTH DAKOTA									
CHASSIS WEIGHT	NUMBER OF VEHICLES	PERCENT	CHASSIS WEIGHT	TRUCKS			TRACTOR TRUCKS		TOTAL			
				PICKUPS		OTHER		NUMBER	PERCENT	NUMBER	PERCENT	
				NUMBER	PERCENT	NUMBER	PERCENT					
1,999 lbs. and under	23,349	13.5	1,500 lbs. and under	1,234	1.4	13	0.0	-	-	1,247	1.0	
2,000 to 2,499 lbs.	101,903	59.2	1,500 to 2,000 lbs.	16,083	17.9	247	0.7	-	-	16,330	12.6	
2,500 to 2,999 lbs.	22,944	13.3	2,001 to 2,500 lbs.	24,079	26.7	449	1.2	-	-	24,528	18.9	
3,000 to 3,999 lbs.	7,857	4.6	2,501 to 3,000 lbs.	28,015	31.1	1,535	4.2	-	-	29,550	22.8	
4,000 to 4,399 lbs.	5,754	3.3	3,001 to 3,500 lbs.	18,341	20.4	3,494	9.5	2	0.1	21,837	16.8	
4,400 to 4,999 lbs.	2,880	1.7	3,501 to 4,000 lbs.	1,517	1.7	963	2.6	-	-	2,480	1.9	
5,000 to 5,999 lbs.	2,335	1.4	4,001 to 4,500 lbs.	412	0.4	1,871	5.1	4	0.1	2,287	1.8	
6,000 to 6,999 lbs.	1,023	0.6	4,501 to 5,000 lbs.	285	0.3	2,823	7.7	13	0.4	3,121	2.4	
7,000 to 7,999 lbs.	692	0.4	5,001 to 5,500 lbs.	91	0.1	5,304	14.5	31	1.0	5,426	4.2	
8,000 to 8,999 lbs.	596	0.3	5,501 to 6,000 lbs.	-	-	8,410	23.0	56	1.9	8,466	6.5	
9,000 to 9,999 lbs.	731	0.4	6,001 to 6,500 lbs.	-	-	4,925	13.4	27	0.9	4,952	3.8	
10,000 to 10,999 lbs.	644	0.4	6,501 to 7,000 lbs.	-	-	3,404	9.3	80	2.7	3,484	2.7	
11,000 to 11,999 lbs.	513	0.3	7,001 to 7,500 lbs.	-	-	1,264	3.5	70	2.4	1,334	1.0	
12,000 to 12,999 lbs.	480	0.3	7,501 to 8,000 lbs.	-	-	631	1.7	91	3.1	722	0.6	
13,000 to 13,999 lbs.	238	0.1	8,001 to 8,500 lbs.	-	-	200	0.6	113	3.8	313	0.2	
14,000 to 14,999 lbs.	121	0.1	8,501 to 9,000 lbs.	-	-	321	0.9	165	5.6	486	0.4	
15,000 to 15,999 lbs.	91	0.1	9,001 to 9,500 lbs.	-	-	213	0.6	198	6.7	411	0.3	
16,000 to 16,999 lbs.	29	0.0	9,501 to 10,000 lbs.	-	-	264	0.7	146	4.9	410	0.3	
17,000 to 17,999 lbs.	37	0.0	10,001 to 10,500 lbs.	-	-	150	0.4	450	15.2	600	0.5	
18,000 to 18,999 lbs.	34	0.0	10,501 to 11,000 lbs.	-	-	89	0.3	517	17.4	606	0.5	
19,000 to 19,999 lbs.	6	0.0	11,001 to 11,500 lbs.	-	-	52	0.1	478	16.1	530	0.4	
20,000 lbs. and over	8	0.0	11,501 to 12,000 lbs.	-	-	13	0.0	227	7.7	240	0.2	
			12,001 to 12,500 lbs.	-	-	4	0.0	267	9.0	271	0.2	
			12,501 to 13,000 lbs.	-	-	3	0.0	26	0.9	29	0.0	
			13,001 to 14,000 lbs.	-	-	-	-	2	0.1	2	0.0	
			14,001 to 15,000 lbs.	-	-	-	-	1	0.0	1	0.0	
			15,001 to 16,500 lbs.	-	-	-	-	-	-	-	-	
			16,501 lbs. and over	-	-	-	-	-	-	-	-	
Total	2/ 172,245	100.0	Total	90,057	100.0	36,642	100.0	2,964	100.0	3/ 129,663	100.0	

1/ New Mexico registers tractor trucks and semitrailers as separate units. In South Dakota, the owner has the option to register the parts of tractor-semitrailer combinations as separate units. This table includes units registered as tractor trucks and semitrailers, but excludes units registered as separate units.

2/ Excludes 11,318 semitrailers classified by weight groups.

3/ Excludes 2,782 trucks and tractor trucks used exclusively for highway construction and maintenance, and transportation of natural resources.

VEHICLES REGISTERED ON THE BASIS OF
MANUFACTURER'S SHIPPING WEIGHT IN
THE DISTRICT OF COLUMBIA¹
1971

TABLE MW-23
PART 32 OF 33

MANUFACTURER'S SHIPPING WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT
2,999 lbs. and under	12,141	82.6
3,000 lbs. to 3,999 lbs.	980	6.7
4,000 lbs. to 4,999 lbs.	504	3.4
5,000 lbs. to 5,999 lbs.	169	1.2
6,000 lbs. to 6,999 lbs.	135	0.9
7,000 lbs. to 7,999 lbs.	64	0.4
8,000 lbs. to 8,999 lbs.	101	0.7
9,000 lbs. to 9,999 lbs.	110	0.8
10,000 lbs. to 11,999 lbs.	147	1.0
12,000 lbs. to 13,999 lbs.	99	0.7
14,000 lbs. to 15,999 lbs.	62	0.4
16,000 lbs. or over	175	1.2
TOTAL	14,687	100.0

^{1/} The District of Columbia registers tractor trucks and semitrailers as separate units.

^{2/} Weight classification is based on the manufacturer's shipping weight of the chassis plus the weight of the cab and body.

VEHICLES REGISTERED ON THE BASIS OF
GROSS WEIGHT IN VERMONT¹
1971

TABLE MW-23
PART 33 OF 33

GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT
5,099 lbs. and under	24,016	60.0
5,100 to 8,099 lbs.	5,083	12.7
8,100 to 12,099 lbs.	2,241	5.6
12,100 to 16,099 lbs.	1,040	2.6
16,100 to 20,099 lbs.	1,680	4.2
20,100 to 30,099 lbs.	3,002	7.5
30,100 to 40,099 lbs.	960	2.4
40,100 to 50,099 lbs.	440	1.1
50,100 to 60,099 lbs.	560	1.4
60,100 lbs. and over	1,005	2.5
Total	40,027	100.0

^{1/} Vermont registers tractor-semitrailer combinations as single units using the combined weights for registration purposes.

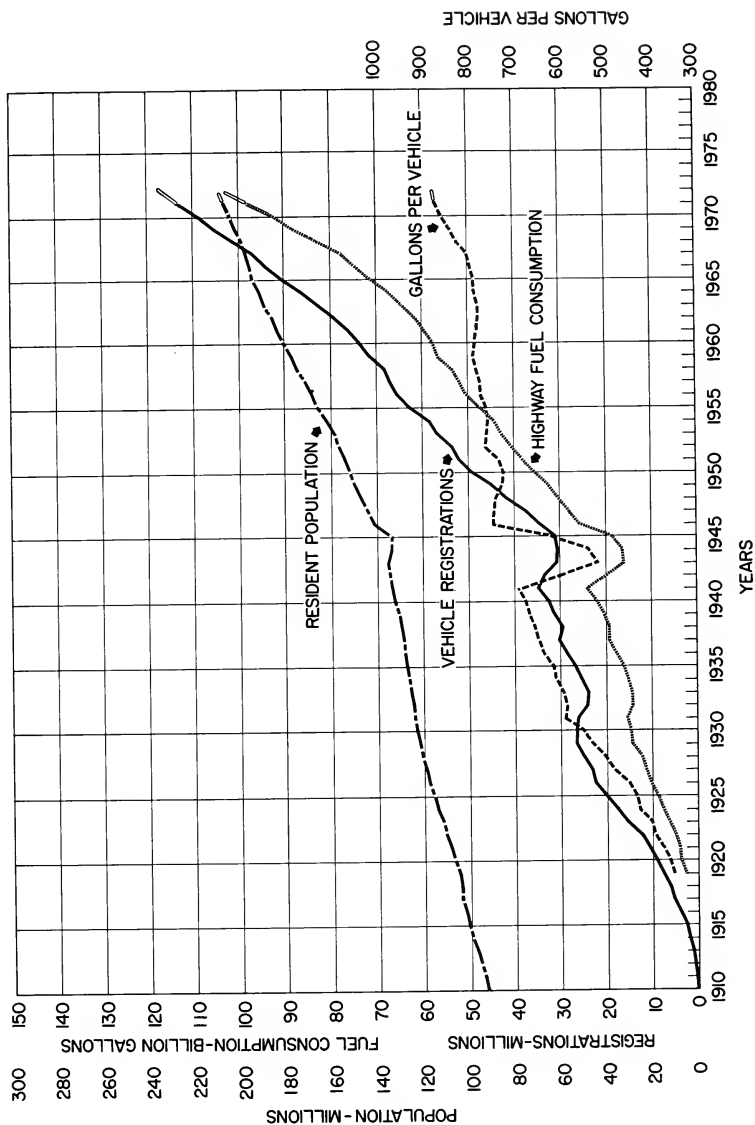
MOTOR VEHICLES OWNED BY THE FEDERAL GOVERNMENT—1971¹Table MV-24
February 1972

February 1972											
STATE	AUTO- MOBILES	STATION WAGONS	AMBU- LANCES	BUSES	TRUCKS AND COMBINATIONS				VEHICLE COMBI- NATIONS 2/	TOTAL TRUCKS AND COMBI- NATIONS	TOTAL VEHICLES
					SINGLE-UNIT TRUCKS (GROSS VEHICLE WEIGHTS IN POUNDS)						
					LESS THAN 12,500	12,500- 16,999	17,000 AND OVER	TOTAL			
Alabama	711	70	7	12	2,307	185	129	2,621	10	2,631	3,431
Alaska	220	100	5	13	1,459	137	111	1,707	94	1,801	2,139
Arizona	728	210	23	205	3,514	204	210	3,928	40	3,968	5,134
Arkansas	379	31	1	5	1,277	63	15	1,355	1	1,356	1,772
California	4,522	971	15	155	15,777	593	320	16,690	151	16,841	22,504
Colorado	961	234	3	20	3,514	201	118	3,833	29	3,862	5,080
Connecticut	566	40	2	2	1,851	46	31	1,928	8	1,936	2,946
Delaware	60	14	-	-	357	7	7	371	-	371	445
Florida	1,763	410	17	50	6,018	139	84	6,241	106	6,347	8,587
Georgia	1,068	120	6	28	2,980	85	37	3,102	37	3,139	4,361
Hawaii	224	76	1	11	760	32	22	814	6	820	1,132
Idaho	431	85	4	123	2,323	153	159	2,635	45	2,680	3,323
Illinois	1,831	264	13	15	3,843	177	156	4,176	112	4,288	6,411
Indiana	608	64	4	4	1,800	61	41	1,902	9	1,911	2,591
Iowa	270	55	5	9	1,619	61	10	1,690	4	1,694	2,033
Kansas	252	40	1	4	1,462	51	17	1,530	1	1,531	1,828
Kentucky	762	74	3	18	1,446	81	59	1,586	15	1,601	2,458
Louisiana	807	136	9	6	1,902	85	45	2,032	11	2,043	3,001
Maine	158	82	2	5	471	25	9	505	9	514	761
Maryland	673	174	10	31	2,311	145	82	2,538	34	2,572	3,460
Massachusetts	1,073	84	2	2	3,004	94	72	3,170	46	3,216	4,377
Michigan	1,311	86	2	10	3,396	101	69	3,566	18	3,584	4,993
Minnesota	911	229	2	7	2,135	102	59	2,296	57	2,353	3,402
Mississippi	539	60	4	44	1,804	87	47	1,938	17	1,955	2,602
Missouri	1,228	308	7	25	2,253	100	57	2,410	52	2,462	4,030
Montana	620	223	5	33	2,454	263	107	2,824	33	2,857	3,738
Nebraska	459	122	15	7	1,253	52	23	1,328	9	1,337	1,940
Nevada	846	84	21	56	3,372	190	328	3,890	17	3,907	4,914
New Hampshire	62	25	-	4	415	8	1	424	3	427	518
New Jersey	829	164	8	12	3,361	197	62	3,520	58	3,578	4,991
New Mexico	1,003	227	19	206	3,887	185	145	4,258	41	4,299	5,799
New York	2,874	562	21	35	6,345	618	342	7,305	255	7,560	11,252
North Carolina	641	72	2	14	2,401	69	28	2,498	7	2,505	3,234
North Dakota	390	129	5	31	978	105	53	1,136	15	1,151	1,706
Ohio	1,414	285	5	19	3,383	158	142	3,683	42	3,725	5,448
Oklahoma	790	136	22	42	2,139	115	48	2,302	7	2,309	3,229
Oregon	737	189	3	19	4,622	196	175	4,993	68	5,061	6,009
Pennsylvania	1,854	295	7	14	4,812	170	123	5,105	83	5,188	7,358
Rhode Island	147	41	-	1	614	14	15	643	6	649	838
South Carolina	612	47	8	9	1,603	76	46	1,725	31	1,756	2,432
South Dakota	160	66	2	34	1,006	89	87	1,182	13	1,195	1,457
Tennessee	1,527	133	9	20	4,336	334	343	5,013	42	5,055	6,744
Texas	2,610	302	28	61	8,652	303	183	9,138	66	9,204	12,205
Utah	520	146	1	38	1,988	135	85	2,208	32	2,240	2,945
Vermont	153	20	3	-	272	8	2	282	2	284	460
Virginia	718	158	16	43	3,113	210	139	3,462	113	3,473	4,408
Washington	1,481	231	10	108	4,743	258	188	5,189	95	5,284	7,114
West Virginia	573	63	1	3	963	27	5	995	5	1,000	1,640
Wisconsin	971	73	3	7	1,799	64	50	1,913	12	1,925	2,979
Wyoming	199	81	1	2	1,079	99	83	1,261	12	1,273	1,596
Dist. of Col.	1,095	484	10	60	1,496	229	139	1,864	82	1,946	3,995
Total	45,346	8,375	373	1,682	140,869	7,088	4,948	152,905	1,959	154,864	210,640
Percent	21.5	4.0	0.2	0.8	66.9	3.4	2.3	72.6	0.9	73.5	100.0
1/ Only vehicles of the civilian branches of the Federal Government are given in this table. The segregation by States was estimated by the Federal Highway Administration for the agencies that could not supply the information.											
2/ Only tractor truck-semitrailer combinations are shown.											

1/ Only vehicles of the civilian branches of the Federal Government are given in this table. The segregation by States was estimated by the Federal Highway Administration for the agencies that could not supply the information.

2/ Only tractor truck-semitrailer combinations are shown.

TOTAL POPULATION, MOTOR-VEHICLE REGISTRATIONS AND MOTOR-FUEL CONSUMPTION



MOTOR-VEHICLE DRIVERS LICENSES—1971

Compiled for the calendar year from reports of State authorities and other sources

TABLE B-1
JULY 1972

STATE 1/	LEARNERS PERMITS 2/			OPERATING LICENSES			CHAUFFEUR LICENSES 3/			TOTAL LICENSES OR PERMITS DURING 1971 4/
	NUMBER ISSUED DURING 1971	AMOUNT OF FEE	REVENUE DURING 1971	NUMBER ISSUED DURING 1971	REVENUE DURING 1971	LENGTH OF TERM	REVENUE DURING 1971	LENGTH OF TERM	REVENUE DURING 1971	
Alabama	134,643	\$ 1.35	181,768	2 Years	Birthdays	1/ 2/ 25	\$ 2.75	1/ 2/ 25	Not Required	1,800,777
Alaska	6,559	1.00	6,559	3 Years	Birthdays	1/ 2/ 25	3.00	1/ 2/ 25	September 2	146,572
Arizona	21,609	1.00	21,609	2 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	Birthdays	1,372,634
Arkansas	21,609	No Fee	519,608	3 Years	Birthdays	1/ 2/ 25	6.00	1/ 2/ 25	Birthdays	1,081,045
California	1,563	1.00	1,563	3 & 4 Years	Birthdays	1/ 2/ 25	3.00	1/ 2/ 25	-	12,130,000
Colorado	64,641	2.25	145,562	2 Years	Birthdays	1/ 2/ 25	2.25	1/ 2/ 25	3 Years	1,475,514
Connecticut	29,746	10.00	297,460	2 Years	Birthdays	1/ 2/ 25	10.00	1/ 2/ 25	4 Years	339,608
Florida	59,398	1.00	59,398	2 or 3 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	Birthdays	4,083,646
Georgia	119,134	1.50	178,701	2 or 3 Years	Birthdays	1/ 2/ 25	1.50	1/ 2/ 25	2 or 3 Years	2,734,046
Hawaii	61,337	1.00	130,274	2 & 4 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	523,935
Idaho	12,548	13.00	163,124	3 Years	Birthdays	1/ 2/ 25	13.00	1/ 2/ 25	3 Years	501,100
Illinois	146,162	7.00	1,023,134	1 Years	Birthdays	1/ 2/ 25	7.00	1/ 2/ 25	-	5,901,867
Indiana	63,561	1.00	63,561	2 & 4 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 & 4 Years	1,686,594
Iowa	59,722	-	65,937	2 Years	Birthdays	1/ 2/ 25	4.00	1/ 2/ 25	4 Years	1,495,889
Kansas	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	January 1	1,636,795
Kentucky	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	1,812,868
Louisiana	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	537,600
Maine	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	2,072,636
Maryland	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	-
Massachusetts	27,649	2.00	55,298	1 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	1 Years	1,060,240
Michigan	166,088	1.00	166,088	1 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	1 Years	1,360,659
Minnesota	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	1,466,279
Missouri	27,649	2.00	55,298	1 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	1 Years	1,060,240
Montana	7,664	4.00	30,656	2 & 4 Years	Birthdays	1/ 2/ 25	4.00	1/ 2/ 25	2 & 4 Years	428,468
Nebraska	33,655	1.00	33,655	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	1,031,162
Nevada	10,700	5.00	53,500	2 Years	Birthdays	1/ 2/ 25	5.00	1/ 2/ 25	-	353,878
New Hampshire	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	841,334
New Jersey	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	1,072,006
New Mexico	24,026	1.00	24,026	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	1 Years	600,102
New York	24,026	1.00	24,026	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	1 Years	8,277,844
North Carolina	303,113	No Fee	303,113	4 Years	Birthdays	1/ 2/ 25	1.75	1/ 2/ 25	2 Years	2,834,862
North Dakota	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	1,851,862
Ohio	436,899	2.00	873,798	1 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	1 Years	5,947,672
Oklahoma	33,655	6.00	201,930	2 Years	Birthdays	1/ 2/ 25	6.00	1/ 2/ 25	2 Years	1,656,694
Oregon	64,641	1.00	64,641	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	1,466,279
Pennsylvania	44,946	1.00	44,946	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	1,466,279
Rhode Island	29,746	No Fee	29,746	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	1,466,279
South Carolina	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	1,466,279
South Dakota	3,024	1.00	3,024	4 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	435,900
Tennessee	45,222	4.00	180,888	2 Years	Birthdays	1/ 2/ 25	4.00	1/ 2/ 25	2 Years	2,087,500
Texas	191,419	1.00	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	6,599,333
Utah	35,967	1.00	35,967	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	2 Years	572,294
Vermont	21,609	1.00	21,609	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	606,125
Virginia	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	2,465,740
Washington	135,054	1.00	135,054	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	1,851,862
West Virginia	59,722	1.00	59,722	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	91,978
Wisconsin	191,419	2.00	382,838	2 Years	Birthdays	1/ 2/ 25	2.00	1/ 2/ 25	2 Years	2,465,335
Wyoming	191,419	No Fee	191,419	2 Years	Birthdays	1/ 2/ 25	1.00	1/ 2/ 25	-	235,409
Dist. of Col.	57,213	5.00	286,065	2 Years	Birthdays	1/ 2/ 25	5.00	1/ 2/ 25	-	341,151
Total	-	-	-	-	-	-	-	-	-	114,396,561

1/ Classified drivers licenses are issued in the States indicated with an asterisk after the State name. Data for States that issue a drivers license classified by type of vehicle to be operated are shown in the "Operators' license section; data for States that issue both operators and chauffeur licenses classified by type of vehicle to be operated and type of use are shown in their respective sections of this table.

2/ As instructor or learners permit is not provided in Connecticut, except for motorcycle operators. The number of permits issued is not available in the States for which N.A. appears.

3/ Allowance has been made for deaths, migration, and revocations in the States that were able to do so. Chauffeurs licenses have not been added to operators licenses in the States that require an operators license in addition to the chauffeur license. Such states indicated with an asterisk.

4/ Learners permit fee for 15-year olds is \$5.00; operators license fee is \$5.00 in Jefferson County.

5/ Special license required for school bus operators. In such States there is no classification of license. A classification is required annually in Alaska and Pennsylvania. School bus operator licenses with chauffeurs are \$50 in Colorado; issued to holders of operators or chauffeurs licenses, no additional fee. In Alaska, \$10; in Pennsylvania, \$5.00; in Texas, \$5.00; in Utah, \$5.00; in Wisconsin, \$5.00; in Wyoming, \$5.00.

6/ Permit fee is credited to operator license; in California, the original license fee covers the cost of a learners permit; \$1.50 is credited to operator license in Indiana and \$4.00 in New Mexico.

7/ The following examination fees are in addition to the fee shown for an original license: \$5.00 in Connecticut and Rhode Island; \$5.00 for chauffeurs and \$3.00 for operators in Florida; \$3.00 in Kansas and Massachusetts; \$2.50 in Vermont, Washington, and Wisconsin; \$2.00 in New York and Oklahoma; \$2.00 is charged for the license application before obtaining the original license.

8/ The original license fee is \$4.35 per month from date of issue to last day of next birth month, maximum \$2.00 for 1 month. First renewal is \$5.00 or \$8.00, depending upon year of birth.

9/ An initial fee of \$5.00 plus \$1.00 photograph fee every 4 years. Included in the number of license shown are 1,856 permanent licenses, 231 permanent chauffeurs, and 433-year old operator licenses.

10/ Included in the number of license are 39,806 permanent veterans licenses, issued free to persons who have earned the Armed Forces from Georgia. A license with photograph is optional, for a \$5.00 fee.

11/ Two years \$2.00 for persons 15-24 years old and 65 years old and over; 4 years \$4.00 for persons 25-64 years old. An additional \$1.00 is charged for the original issue for those without learners permit. Duplicate fee is \$1.50 in Utah and Iowa.

12/ Every applicant for an instruction permit or operator license who is required to take, or who elects to take a driver training course in a public school may pay an additional fee of \$3.00.

13/ Licensees having major restrictions which do not permit them to be included with regular operator licenses are as follows: Hawaii, 633 school permits; Nebraska, 1,296 school permits and 1,463 bus operator permits; Nevada, 11 restricted licenses; New Jersey, 133 restricted licenses; New Mexico, 133 restricted licenses; New York, 133 restricted licenses and 1,668 occupational licenses.

14/ After July 1, 1971, all licensees issued to persons 21-24 years old will expire 4 years from the license's birthday.

15/ Original licenses are issued for 1 to 99 months and expire on the license's birthday in second even or odd-numbered calendar year after issuance, depending on licensee's birth year. Original operators license fees range from \$10.00 to \$5.00, and chauffeurs, \$10.00 to \$10.00.

16/ Classes B, C, and D expire 2 years after date taken; Class A expires on the license's birthday in second even or odd-numbered calendar year after issuance, depending on licensee's birth year. Original operators license fee is \$5.00 in Maryland, \$4.00 in Minnesota, \$10.00 in New Mexico, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in New York, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.00 in Oregon, \$10.00 in Pennsylvania, \$10.00 in Rhode Island, \$10.00 in South Carolina, \$10.00 in South Dakota, \$10.00 in Tennessee, \$10.00 in Texas, \$10.00 in Utah, \$10.00 in Vermont, \$10.00 in Virginia, \$10.00 in Washington, \$10.00 in West Virginia, \$10.00 in Wisconsin, \$10.00 in Wyoming, \$10.00 in District of Columbia, \$10.00 in Alaska, \$10.00 in Hawaii, \$10.00 in Idaho, \$10.00 in Illinois, \$10.00 in Indiana, \$10.00 in Iowa, \$10.00 in Kansas, \$10.00 in Kentucky, \$10.00 in Louisiana, \$10.00 in Maine, \$10.00 in Massachusetts, \$10.00 in Michigan, \$10.00 in Minnesota, \$10.00 in Missouri, \$10.00 in Montana, \$10.00 in Nebraska, \$10.00 in Nevada, \$10.00 in New Hampshire, \$10.00 in New Jersey, \$10.00 in New Mexico, \$10.00 in New York, \$10.00 in North Carolina, \$10.00 in North Dakota, \$10.00 in Ohio, \$10.00 in Oklahoma, \$10.

ESTIMATED DRIVERS LICENSES IN FORCE, BY SEX - 1971

Compiled for the calendar year from reports
of State authorities and other sources

TABLE DL-1A
JUNE 1972

STATE	MALE DRIVERS	FEMALE DRIVERS	TOTAL DRIVERS 1/	PERCENT MALE DRIVERS OF TOTAL	STATE
	(1,000)	(1,000)	(1,000)		
Alabama	1,022	779	1,801	56.75	Alabama
Alaska	79	68	147	53.74	Alaska
Arizona	654	519	1,173	55.75	Arizona
Arkansas	614	467	1,081	56.80	Arkansas
California	6,668	5,462	12,130	54.97	California
Colorado	876	599	1,475	59.39	Colorado
Connecticut	937	823	1,760	53.24	Connecticut
Delaware	184	156	340	54.12	Delaware
Florida	2,217	1,867	4,084	54.29	Florida
Georgia	1,550	1,181	2,731	56.76	Georgia
Hawaii	313	211	524	59.73	Hawaii
Idaho	289	212	501	57.68	Idaho
Illinois	3,326	2,577	5,903	56.34	Illinois
Indiana	1,518	1,286	2,804	54.14	Indiana
Iowa	911	778	1,689	53.94	Iowa
Kansas	796	700	1,496	53.21	Kansas
Kentucky	956	670	*1,626	58.79	Kentucky
Louisiana	1,029	784	1,813	56.76	Louisiana
Maine	300	240	540	55.56	Maine
Maryland	1,143	930	2,073	55.14	Maryland
Massachusetts	1,652	1,408	*3,060	53.99	Massachusetts
Michigan	2,850	2,363	5,213	54.67	Michigan
Minnesota	1,352	1,016	*2,368	57.09	Minnesota
Mississippi	766	543	1,309	58.52	Mississippi
Missouri	1,513	1,206	2,719	55.65	Missouri
Montana	234	187	421	55.58	Montana
Nebraska	555	478	1,033	53.73	Nebraska
Nevada	196	158	354	55.37	Nevada
New Hampshire	244	197	441	55.33	New Hampshire
New Jersey	2,271	1,803	*4,074	55.74	New Jersey
New Mexico	335	265	600	55.83	New Mexico
New York	4,796	3,482	8,278	57.94	New York
North Carolina	1,561	1,274	2,835	55.06	North Carolina
North Dakota	190	151	341	55.72	North Dakota
Ohio	3,596	2,352	5,948	60.46	Ohio
Oklahoma	891	766	1,657	53.77	Oklahoma
Oregon	804	556	*1,360	59.12	Oregon
Pennsylvania	3,696	2,617	6,313	58.55	Pennsylvania
Rhode Island	290	217	507	55.03	Rhode Island
South Carolina	839	621	*1,460	57.47	South Carolina
South Dakota	231	188	419	55.13	South Dakota
Tennessee	1,152	936	2,088	55.17	Tennessee
Texas	3,627	2,968	6,595	55.00	Texas
Utah	343	229	572	59.97	Utah
Vermont	148	120	268	55.22	Vermont
Virginia	1,403	1,060	2,463	56.96	Virginia
Washington	1,075	891	1,966	54.68	Washington
West Virginia	581	401	982	59.16	West Virginia
Wisconsin	1,380	1,085	2,465	55.98	Wisconsin
Wyoming	134	98	232	57.76	Wyoming
Dist. of Col.	215	130	345	62.32	Dist. of Col.
Total	64,302	50,095	114,397	56.21	Total

1/ Allowance has been made for deaths, emigration, and revocations in the States that were able to do so. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*).

STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1971:

Compiled for the calendar year from reports
of State authorities and other sources.

(In thousands of dollars)

TABLE IV-2
 DIVISION 2000-10-10

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS—1971

TABLE W-1
SEPTEMBER 1972Compiled for the calendar year
from reports of State authorities

(in thousands of dollars)

STATE	NET TOTAL REVENUE FROM MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 1	ADVERTISING DUE TO TRAFFIC SIGNALS, BLINDERS, Etc. 2	ADVERTISING DUE TO TRAFFIC SIGNALS, BLINDERS, Etc. 3	COLLECTOR VEHICLE AND MOTOR-CARRIER TAXES 4	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS			TOTAL REVENUE FROM MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 12	
					CAPITAL IMPROVEMENTS 5	MAINTENANCE 6	SERVICE 7	TOTAL 8	COUNTY AND MUNICIPAL STREETS 9	STATE GENERAL PURPOSES 10		LOCAL GENERAL PURPOSES 11
Alabama	13,464	-1,719	41,779	5,479	18,011	2,025	9,600	29,616	4,113	-	(1,666)	-
Alaska	3,365	-1,917	33,260	6,977	21,363	4,143	-	28,511	4,055	-	-	-
Arizona	3,223	-48	31,200	977	19,303	4,462	-	24,765	1,030	371	(615)	371
California	553,612	-4,705	948,912	65,040	98,999	140,296	-	239,295	16,469	194,800	(28,147)	214,145
Colorado	19,215	59	19,215	10,156	39,125	2,095	-	41,220	6,460	1,700	(19)	2,180
Connecticut	15,454	-	14,158	1,801	2,095	955	6,132	11,118	-	2,188	-	2,188
Delaware	1,076	1,076	14,078	7,437	17,443	-	1,500	18,943	371	87,753	(97,467)	122,202
Florida	12,232	-	12,232	12,232	12,232	1,630	-	13,862	11,011	1,070	-	1,430
Georgia	17,544	201	17,745	2,658	10,601	6,711	1,650	18,962	3,770	-	-	-
Illinois	287,454	-2,680	964,784	40,704	145,560	39,013	381	186,245	3,523	32,168	-	6,938
Indiana	34,785	-3,185	29,111	3,602	26,704	7,646	-	34,350	12,251	6,938	(8,786)	-
Iowa	95,507	118	95,507	6,971	39,614	3,967	-	43,571	13,929	-	-	-
Kansas	79,663	445	79,663	11,132	10,077	13,975	-	24,052	16,034	-	-	-
Kentucky	15,070	85	15,155	10,549	7,922	10,077	-	18,001	1,066	16,086	(2,517)	16,086
Louisiana	2,667	-	186,146	6,995	17,175	14,959	-	32,134	11,113	-	-	-
Maine	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Maryland	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Massachusetts	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Michigan	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Minnesota	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Mississippi	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Missouri	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Montana	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Nebraska	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Nevada	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
New Hampshire	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
New Jersey	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
New Mexico	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
New York	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
North Carolina	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
North Dakota	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Ohio	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Oklahoma	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Oregon	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Pennsylvania	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Rhode Island	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
South Carolina	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
South Dakota	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Texas	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Utah	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Vermont	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Washington	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
West Virginia	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Wisconsin	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Wyoming	15,102	-	15,102	15,102	15,102	15,102	-	30,204	1,066	-	-	-
Total	4,662,792	-27,317	4,035,454	479,555	3,559,402	1,477,377	465,590	221,035	2,086,459	460,005	202,487	665,392

See table for details of receipts.

Collection appears in many cases include service charges collected by county and local collectors.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

Amounts in some items include proceeds from the administration of motor-vehicle tax for local use reported.

<

1. See table W-2 for details of receipts.
 2. Collection expenses in many States include service charges levied by county and local collectors.
 3. Amount shown in some States includes gross-to-net conversion of unadministered motor-vehicle tax laws. Amount for Hawaii not reported.
 4. Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-year revenues in a general fund. Motor-carrier revenues are either dedicated for specific purposes or placed with other highway-year revenues in a general fund. The portion of the receipts distributed from the common fund is available for distribution to the State general fund, which is used for "county and township road" and "county and township road" purposes as indicated herein.
 5. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 6. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 7. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 8. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 9. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 10. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 11. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.
 12. Amount shown for "county and township road" may ultimately have been used in part for municipal streets, bridges, and other purposes as indicated herein.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities

Based on Act 100 (1957) and Act 101 (1958)
Effective January 1, 1971

STATE	CLASSIFICATION FEE \$	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	DISPOSITION
Iowa	1	County Treasurer	75 cents per registration, 60 cents per certificate of title and 65 cents per license	Collection and maintenance.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2	Department of Public Safety	3 percent.	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2	State Board of Public Safety	All.	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2	State Board of Public Safety	All.	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	13	State Primary Road Fund	All.	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
Kansas	1, 1.75, 10	County Treasurers	75 cents per registration, 60 cents per license, and treasurer 60 cents per certificate of title	Collection and maintenance.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2	Roadway Fund, State Highway Commission	The remainder of license fees collected from the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2	State Department of Transportation	Amount required for the State Department of Transportation	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2	State Department of Transportation	Amount required for the State Department of Transportation	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
Kentucky	1	County Clerks	\$1.00 for all vehicles	Collection and administration.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2.1	State Board of Public Safety	The remainder of license fees collected from the State Board of Public Safety	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	2.2	State Board of Public Safety	Amount required for the State Board of Public Safety	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.1	State Board of Public Safety	Amount required for the State Board of Public Safety	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	6, 6.21	State Board of Public Safety	All.	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
Louisiana	1, 6.10	Department of Revenue	\$150,000	Collection and administration.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2	Long Range Highway Fund	Amount required for the Long Range Highway Fund	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	2	Division of State Police	Amount required for the Division of State Police	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	2	Division of State Police	Amount required for the Division of State Police	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	2	Division of State Police	Amount required for the Division of State Police	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
Maine	1, 2, 4, 1.5, 1.5, 2, 10	County Treasurers	75 cents per registration, 60 cents per license, and treasurer 60 cents per certificate of title	Collection and maintenance.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2	Roadway Fund, State Highway Commission	The remainder of license fees collected from the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
Maryland	1, 7, 10	County Treasurers	75 cents per registration, 60 cents per license, and treasurer 60 cents per certificate of title	Collection and maintenance.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Fund.
	2	Roadway Fund, State Highway Commission	The remainder of license fees collected from the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.
	5.2, 12.1, 13	Roadway Fund, State Highway Commission	Amount required for the State Highway Commission	Collection and administration.	Reversion of Public Safety is supported by an annual appropriation from the State General Fund.

(Continued)

Based on information obtained from State authorities

[illegible]

Motor Vehicles

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities

TABLE IV-106 (Sheet 6 of 9 Figures)

[illegible]

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States.

TABLE MV-106 (SHEET 7 OF 9 SHEETS)
EFFECTIVE JANUARY 1, 1973[illegible]

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities

TABLE MV-106 (INSET 8 OF 9 SUBJECTS)

Motor Vehicles

[illegible]

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the law of the several States.

TABLE W-106 (CONT'D) OF 9 SECTIONS
EFFECTIVE JANUARY 1, 1971

STATE	CLASSIFICATION FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	CHARACTER OF EXPENDITURE	REMARKS
Washington (Continued)					
West Virginia	1, 7, 10, 12	Cities and Towns Highway Safety Fund State Police	17 percent 61, 14 percent 50 percent	Police and Fire Protection and Preservation of Public Health To continue for common school support, including Debt Service, Driver Improvement, Traffic Administration.	A portion is also allotted to the University of Washington for studies and research in municipal government.
	2	Motor Vehicle Department State Road Fund, Cash Fund No. 1, and Cash Fund No. 2	Amount retained The residue	Collection and administration Administration expenses of the commission; construction, reconstruction, and maintenance of highways; and interest and redemption on State bonded bonds.	50 percent to city or county in which the violation occurred
	4, 5, 11, 12	General Revenue Fund State Road Fund, Cash Fund No. 1 Public Service Commission Department of Motor Vehicle Department of Education	1, 100 of \$4.00 interest-licenses The residue (\$4.00) and (41.00) licenses All All All, less court costs	See table W-106 for authorized distribution and expenditures Administration and enforcement. Support of Motor Vehicle Support of free schools	General Fund supports State Department of Public Safety
Wisconsin	1, 7, 9, 10	Division of Motor Vehicles State Highway Fund Department of Public Instruction	Amount retained The residue (one one and 41/100 in cents) of operator licenses; net revenue of operator licenses; net revenue of operator licenses The residue The residue	Collection, administration, and State Highway Patrol See table W-106 for authorized distribution and expenditures Education. See table W-106 for authorized distribution and expenditures See table W-106 for authorized distribution and expenditures See table W-106 for authorized distribution and expenditures	
Wyoming	1	Department of Revenue State Highway Fund Motor Carrier Administration Fund	Amount retained The residue Amount required. The residue	Cost of collection. For expenditure on State highways Collection and administration. Collection and administration.	County treasurers collect and remit fee.
	2	State Highway Fund	Amount retained The residue	See table W-106 for authorized distribution and expenditures.	
	3, 7, 9, 11, 12, 13	General Fund, Department of Highways and Traffic General Fund, District of Columbia General Fund, District of Columbia Highway Fund, Department of Highways and Traffic General Fund, Department of Highways and Traffic General Fund, District of Columbia	54 percent 100 percent Permits Fee General Fund, Department of Highways and Traffic All of operator's license fees All All	General purposes Direct collection in schools See table W-106 for authorized distribution and expenditures See table W-106 for authorized distribution and expenditures.	
Dist. of Col.	1, 10	General Fund, Department of Highways and Traffic	54 percent 100 percent	See table W-106 for authorized distribution and expenditures.	
	2, 3	Highway Fund, Department of Highways and Traffic	Permits Fee General Fund, Department of Highways and Traffic	See table W-106 for authorized distribution and expenditures.	
	7, 13	General Fund, Department of Highways and Traffic	Permits Fee General Fund, Department of Highways and Traffic	See table W-106 for authorized distribution and expenditures.	
	9, 10	General Fund, District of Columbia	All	See table W-106 for authorized distribution and expenditures.	
1/ Motor vehicle and motor-carrier revenues have been grouped, insofar as possible, in accordance with the following classification:					
2/ Operators, chauffeurs, and motor-carrier driver licenses fees. For States that distribute these fees separately, operators licenses are shown in 2.1, chauffeurs licenses in 2.2, and motor-carrier driver licenses in 2.3.					
3/ Motor vehicle and motor-carrier driver licenses fees. For States that distribute these fees separately, operators licenses are shown in 2.1, chauffeurs licenses in 2.2, and motor-carrier driver licenses in 2.3.					
4/ Motor vehicle and motor-carrier driver licenses fees. For States that distribute these fees separately, operators licenses are shown in 2.1, chauffeurs licenses in 2.2, and motor-carrier driver licenses in 2.3.					
5/ Motor vehicle and motor-carrier driver licenses fees. For States that distribute these fees separately, operators licenses are shown in 2.1, chauffeurs licenses in 2.2, and motor-carrier driver licenses in 2.3.					
6/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
7/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
8/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
9/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
10/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
11/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
12/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					
13/ Operator's license fee (as listed in California) are based on motor-vehicle fees in California. See table W-106 for authorized distribution and expenditures.					

In many States, fees or taxes that do not produce revenue appreciable in excess of the cost of collection and administration have been omitted.

VEHICLE MILES, BY STATE AND HIGHWAY SYSTEM—1971

Source: Private Warehouse Division
Office of Highway Planning, FHWA

(Millions)

TABLE 94-2
SEPTEMBER 1977

CENSUS DIVISION	STATE	INTERSTATE SYSTEM				OTHER PRIMARY				SECONDARY				NET ON FEDERAL-AID SYSTEM				TOTAL URBAN MILEAGE	TOTAL RURAL MILEAGE	TOTAL MILEAGE		
		TRAVELLED		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL						
		FINAL	PERCENT	FINAL	PERCENT	URBAN	RURAL	URBAN	RURAL	STATE	LOCAL	STATE	LOCAL	OTHER	STATE	LOCAL	STATE	LOCAL				
		MI.	%	MI.	%	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.	MI.		
New England	Connecticut	771	369	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Maine	628	29	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	New Hampshire	59	25	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Rhode Island	39	16	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Massachusetts	320	149	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
Middle Atlantic	New York	4,462	670	5,432	5.73	12,756	10,507	12,756	15,804	4,315	2,436	1,879	1,693	10,234	13,234	10,234	13,234	22,921	34,945	64,262		
	New Jersey	645	294	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Pennsylvania	3,131	139	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Delaware	170	32	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Maryland	312	106	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
South Atlantic	South Carolina	1,483	129	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Georgia	537	237	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Florida	707	435	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Alabama	294	99	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Mississippi	143	59	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
East South Central	Texas	2,033	20,947	37,794	5.76	12,756	10,507	12,756	15,804	4,315	2,436	1,879	1,693	10,234	13,234	10,234	13,234	22,921	34,945	64,262		
	Louisiana	1,799	1,799	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Arkansas	676	676	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Oklahoma	1,313	1,313	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	West Virginia	2,069	2,069	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
West North Central	Illinois	1,031	1,031	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Indiana	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Michigan	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Ohio	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Minnesota	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
West South Central	Texas	2,033	20,947	37,794	5.76	12,756	10,507	12,756	15,804	4,315	2,436	1,879	1,693	10,234	13,234	10,234	13,234	22,921	34,945	64,262		
	Louisiana	1,799	1,799	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Arkansas	676	676	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Oklahoma	1,313	1,313	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	West Virginia	2,069	2,069	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
Mountain	Montana	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Wyoming	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Idaho	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Nevada	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Utah	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
Pacific	California	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Oregon	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Washington	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Alaska	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
	Hawaii	1,940	1,940	1,029	2.69	1,490	1,233	1,496	1,661	987	68	68	67	68	1,398	1,319	1,398	1,319	13,369	17,130		
Total		9,097	21,560	123,557	59.26	123,557	105,320	123,557	149,899	37,794	21,497	37,794	21,497	37,794	123,557	105,320	123,557	105,320	229,877	335,219		
Total-12 States		9,097	21,560	123,557	59.26	123,557	105,320	123,557	149,899	37,794	21,497	37,794	21,497	37,794	123,557	105,320	123,557	105,320	229,877	335,219		
Total-12 States		9,097	21,560	123,557	59.26	123,557	105,320	123,557	149,899	37,794	21,497	37,794	21,497	37,794	123,557	105,320	123,557	105,320	229,877	335,219		
Total-12 States		9,097	21,560	123,557	59.26	123,557	105,320	123,557	149,899	37,794	21,497	37,794	21,497	37,794	123,557	105,320	123,557	105,320	229,877	335,219		
Total-12 States		9,097	21,560	123,557	59.26	123,557	105,320	123,557	149,899	37,794	21,497	37,794	21,497	37,794	123,557	105,320	123,557	105,320	229,877	335,219		

1. Traveler-miles traveled on highways in the Interstate System of completion group 2. This group consists of all highways that need further improvement and improvement in travel, mileage, and safety. For this table, travel on Interstate System highways is shown in column 11 and 12. The numerical codes which are shown above for all administrative highway systems are used for identification purposes in this table.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS¹

CALENDAR YEARS 1970 AND 1969

Source: Progress Measurement Division
Office of Highway Planning, FHWATable 10-1
October 1972

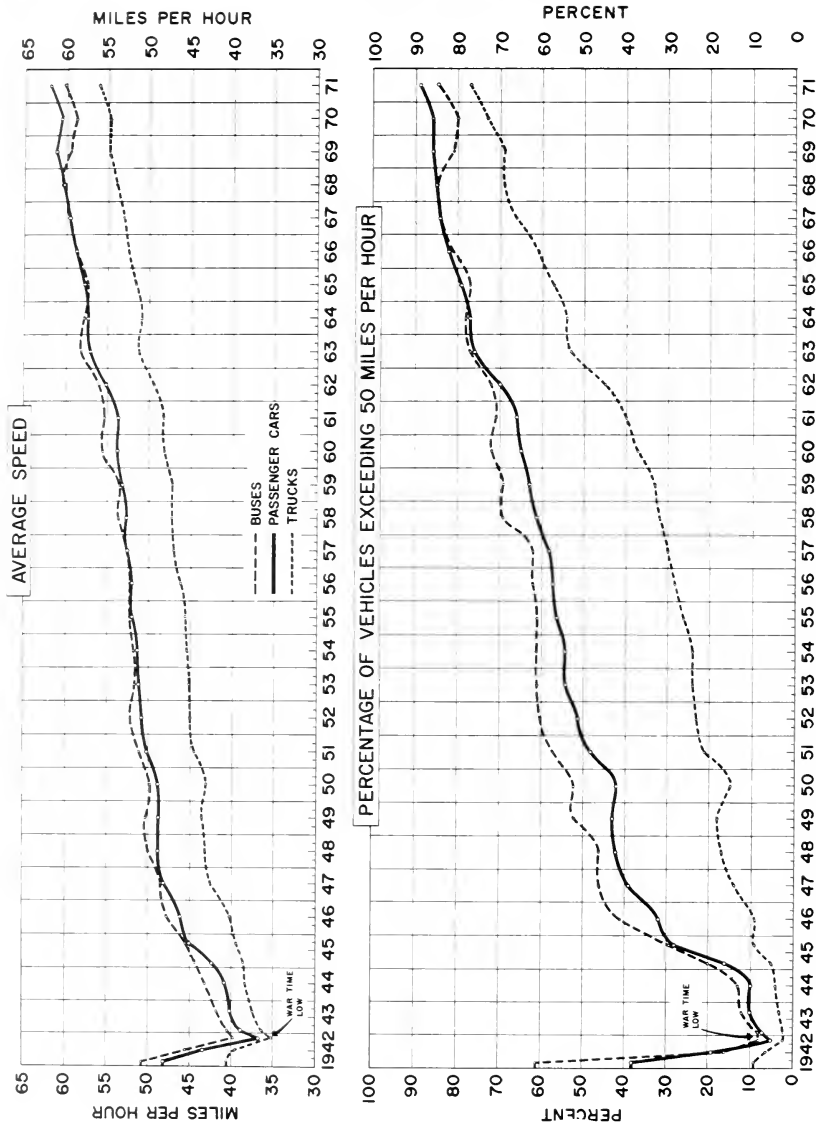
Year	Classification	Eastern Divisions ^{2/}				Central Divisions ^{2/}				Western Divisions ^{2/}				Alaska, Hawaii and Puerto Rico	Average All Divisions ^{2/}	Total All Divisions ^{2/}
		New England	Middle Atlantic	South Atlantic	Average	Total	East North Central	East South Central	West North Central	West South Central	Mountain	Pacific	Average			
1970	10,000 pounds or more	602	134	125	138	51	58	86	25	91	59	66	110	260	95	95
	15,000 pounds or more	459	85	91	101	37	41	61	15	32	44	5	9	139	17	17
	20,000 pounds or more	59	26	21	29	8	16	3	3	8	12	3	5	28	3	3
	20,000 pounds or more	104	131	129	135	19	19	44	39	65	109	53	87	292	90	90
1969	10,000 pounds or more	115	39	57	57	13	13	28	11	23	28	8	2	193	17	17
	15,000 pounds or more	94	23	23	28	7	7	3	3	9	8	2	5	145	15	15
	20,000 pounds or more	397	285	289	377	322	322	300	188	630	455	512	489	687	397	397
	20,000 pounds or more	258	240	257	192	253	253	240	188	400	278	359	422	470	293	293
1970	10,000 pounds or more	128	260	205	251	125	284	227	119	395	310	360	330	174	174	174
	15,000 pounds or more	333	431	376	359	470	390	435	468	450	433	449	265	300	300	300
	20,000 pounds or more	215	318	278	300	339	339	351	239	375	372	395	365	189	255	255
	20,000 pounds or more	150	289	211	239	269	269	214	253	274	241	241	241	132	227	227
1970	All trucks and combinations	2,460	8,946	5,476	14,088	18,072	18,072	14,533	5,386	5,659	50,365	9,311	15,464	397	397	397
	Single-unit trucks	1,697	4,362	3,849	8,704	12,719	12,719	9,593	4,659	5,089	21,490	3,458	5,971	366	366	366
	Truck combinations	793	4,442	5,094	5,384	5,363	5,363	4,940	700	670	28,875	5,853	9,493	331	331	331
	All trucks and combinations	2,971	6,150	4,405	12,944	22,870	22,870	16,686	7,022	8,701	46,164	9,773	19,339	265	265	265
1969	All trucks and combinations	1,752	3,360	3,063	7,481	12,521	12,521	9,184	4,218	5,177	24,018	3,714	6,175	9,869	283	283
	Single-unit trucks	1,159	2,190	1,786	4,363	6,959	6,959	5,147	2,104	3,086	14,551	2,457	3,457	5,416	152	152
	Truck combinations	599	1,170	1,277	3,118	5,562	5,562	4,037	1,114	1,692	9,467	1,316	2,720	4,453	131	131
	All trucks and combinations	62.2	59.5	56.9	59.8	59.8	59.8	59.8	59.8	59.8	63.6	71.1	67.6	48.1	66.6	66.6
1970	Single-unit trucks	62.1	59.5	56.9	59.8	59.8	59.8	59.8	59.8	59.8	63.6	71.1	67.6	48.1	66.6	66.6
	Truck combinations	62.1	59.5	56.9	59.8	59.8	59.8	59.8	59.8	59.8	63.6	71.1	67.6	48.1	66.6	66.6
	All trucks and combinations	48.6	59.7	56.9	59.8	59.8	59.8	59.8	59.8	59.8	63.6	71.1	67.6	48.1	66.6	66.6
	Single-unit trucks	48.6	59.7	56.9	59.8	59.8	59.8	59.8	59.8	59.8	63.6	71.1	67.6	48.1	66.6	66.6
1969	Truck combinations	61.0	72.0	66.6	66.6	66.6	66.6	66.6	66.6	66.6	63.6	71.1	67.6	48.1	66.6	66.6
	All trucks and combinations	7.62	10.12	7.93	9.20	10.22	10.22	11.80	9.17	12.41	13.45	12.85	13.65	3.48	10.52	10.52
	Single-unit trucks	11.81	11.90	12.81	12.39	13.13	13.13	14.00	12.41	14.00	15.12	15.12	15.12	3.48	10.52	10.52
	Truck combinations	11.81	11.90	12.81	12.39	13.13	13.13	14.00	12.41	14.00	15.12	15.12	15.12	3.48	10.52	10.52
1970	All trucks and combinations	7.74	11.01	10.88	9.56	9.89	9.89	11.41	11.41	13.42	11.46	12.03	11.68	6.97	11.39	11.39
	Single-unit trucks	3.45	3.27	3.33	3.02	2.93	2.93	2.61	3.87	3.11	1.90	2.89	2.89	3.57	2.93	2.93
	Truck combinations	12.01	11.76	12.47	12.43	13.19	13.19	12.89	14.45	13.66	13.50	13.50	13.50	12.53	13.75	13.75
	All trucks and combinations	7,925	31,821	49,795	49,795	49,795	49,795	49,795	49,795	49,795	99,315	11,468	11,468	949	949	949
1970	Single-unit trucks	4,158	15,617	23,718	23,718	23,718	23,718	23,718	23,718	23,718	47,436	5,713	5,713	41,344	41,344	41,344
	Truck combinations	5,137	37,978	42,077	42,077	42,077	42,077	42,077	42,077	42,077	51,879	5,755	5,755	37,978	37,978	37,978
	All trucks and combinations	5,682	25,690	39,783	39,783	39,783	39,783	39,783	39,783	39,783	79,566	14,475	14,475	322	322	322
	Single-unit trucks	2,924	11,824	17,842	17,842	17,842	17,842	17,842	17,842	17,842	35,684	4,412	4,412	30,272	30,272	30,272
1969	Truck combinations	4,758	13,866	21,941	21,941	21,941	21,941	21,941	21,941	21,941	43,882	10,063	10,063	21,941	21,941	21,941
	All trucks and combinations	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60
	Single-unit trucks	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60
	Truck combinations	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60

^{1/} Main rural roads consist of over 600,000 miles of primary importance in the State Highway Administration.

^{2/} Divisions are those established by the U.S. Bureau of the Census; Divisional groupings were established by the Federal Highway Administration.

^{3/} Includes data for Alaska and Hawaii.

¹ Data are based on a sample of 600,000 vehicles in the State highway system.² Divisions are those established by the U.S. Bureau of the Census; divisional programs are established by the Federal Highway Administration.³ Includes data for Alaska, Hawaii and Puerto Rico.⁴ Includes data for Alaska and Hawaii.



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

FEDERAL FUEL AND AUTOMOTIVE TAXES AND THE HIGHWAY TRUST FUND

The total revenues from the Federal excise taxes on motor fuel, lubricating oil, and motor-vehicle use, and the estimated portions paid by highway users, are given in table FE-205. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by highway users, are given in table FE-206. The amounts of these Federal excise revenues estimated to have been paid in the final instance in 1971 by highway users in each State are shown in tables FE-7 and FE-8. As the Federal taxes on automotive products, except special fuel, diesel fuel, and motor-vehicle use, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of highway vehicles. The special-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of motor vehicles, motorboats, and airplanes. The motor-vehicle use tax is levied on the owners of certain heavy highway vehicles. Federal excise tax rates, together with their history, are given in table FE-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: All of the revenues from the 4-cent-per-gallon tax on gasoline, diesel, and special fuels used in highway vehicles; the unrefunded portion of the tax on gasoline used for nonhighway purposes; the 2-cent-per-gallon tax on special fuels used in nonhighway vehicles; the 2-cent-per-gallon tax on diesel fuel for highway vehicles not registered or not required to be registered for highway use; the 2-cent-per-gallon tax on fuel used by certain

transit systems; all of the 10-cent-per-pound tax on highway tires and inner tubes and the 5-cent-per-pound tax on nonhighway tires and tread rubber; all of the 10-percent tax on new trucks, buses, and trailers over 10,000 pounds gross weight; the 8-percent tax on truck parts and accessories; the 6-cent-per-gallon tax on lubricating oil used on the highways; and all of the proceeds of the annual use tax of \$3.00 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight.

The gasoline and special fuels tax collected on motorboat use is transferred monthly to the Land and Water Conservation Fund administered by the U.S. Department of the Interior. Full 4-cent-per-gallon refunds of the gasoline tax are paid to farmers for gasoline used in farming. Other non-highway uses of gasoline are refunded at 2 cents of the 4-cent tax by the Internal Revenue Service.

A statement of the operation of the Fund, including receipts, disbursements, and unexpended balances for fiscal year 1972, is shown in table FE-10. Table FE-201 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates. Additional information on the history of the Highway Trust Fund can be found in the Federal Highway Administration bulletin titled "Federal-Aid Financing and the Highway Trust Fund."

Generally, the Trust Fund is similar to an individual bank account. Just as an individual bank account is a claim against the bank's general funds rather than a title to a particular group of dollars, the Trust Fund is a general credit with the U.S. Department of Treasury.

The amounts of Federal funds apportioned to the States, and paid to them from the Highway Trust Fund, are shown in tables in the highway finance section of this bulletin.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE! SUMMARY BY YEARS

(In thousands of dollars)

TABLE PE-205

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE 2/					ESTIMATES OF PORTIONS PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS 3/					TOTAL
	MOTOR FUEL		LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	MOTOR FUEL		LUBRICATING OIL	MOTOR-VEHICLE USE TAX		
	GASOLINE	SPECIAL FUEL				GASOLINE	SPECIAL FUEL				
1919	-	-	-	-	2,066	-	-	-	-	-	2,066
1920	-	-	-	-	1,807	-	-	-	-	-	1,807
1921	-	-	-	-	1,865	-	-	-	-	-	1,865
1922	-	-	-	-	1,805	-	-	-	-	-	1,805
1923	-	-	-	-	2,088	-	-	-	-	-	2,088
1924	-	-	-	-	1,894	-	-	-	-	-	1,894
1925	-	-	-	-	1,971	-	-	-	-	-	1,971
1926	-	-	-	-	1,976	-	-	-	-	-	1,976
1927	65,840	-	7,067	-	66,907	56,870	-	1,099	-	57,969	60,069
1928	131,126	-	22,290	-	153,416	153,416	-	12,658	-	166,074	178,732
1929	172,862	-	203,819	-	376,681	376,681	-	15,868	-	392,549	408,411
1930	186,540	-	28,095	-	214,635	214,635	-	19,535	-	234,170	253,705
1931	203,625	-	31,681	-	235,306	235,306	-	19,535	-	254,841	274,376
1932	200,801	-	30,495	-	231,296	231,296	-	19,535	-	250,831	269,366
1933	203,431	-	30,495	-	233,926	233,926	-	19,535	-	253,461	272,996
1934	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1935	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1936	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1937	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1938	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1939	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1940	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1941	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1942	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1943	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1944	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1945	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1946	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1947	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1948	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1949	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1950	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1951	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1952	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1953	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1954	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1955	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1956	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1957	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1958	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1959	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1960	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1961	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1962	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1963	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1964	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1965	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1966	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1967	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1968	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1969	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1970	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098
1971	371,136	-	41,892	-	413,028	413,028	-	19,535	-	432,563	452,098

The bases, rates, and effective dates are given in table PE-202

1/ Excludes Federal Highway Administration. Reports and payments to the U.S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly.

2/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U.S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly.

3/ A deduction for highway special fuel used by the Federal Government was made for 1965 and succeeding years.

4/ Entries for 1967 and subsequent years are not comparable with prior years, since refunds and tax credits for nonhighway use as authorized by the "Excise Tax Reduction Act of 1965" have been deducted.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS¹

SUMMARY BY YEARS

(In thousands of dollars)

TABLE F-206

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE ²					ESTIMATES OF PORTIONS PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ³						
	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD NUMBER	TOTAL	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD NUMBER	TOTAL
1917	-	-	-	-	-	5,276	-	-	-	-	-	5,276
1918	-	-	-	-	-	89,594	-	-	-	-	-	89,594
1919	-	-	-	-	-	149,194	-	-	-	-	-	149,194
1920	-	-	-	-	-	99,867	-	-	-	-	-	99,867
1921	-	-	-	-	-	135,793	-	-	-	-	-	135,793
1922	-	-	-	-	-	139,203	-	-	-	-	-	139,203
1923	-	-	-	-	-	143,433	-	-	-	-	-	143,433
1924	-	-	-	-	-	96,236	-	-	-	-	-	96,236
1925	-	-	-	-	-	86,222	-	-	-	-	-	86,222
1926	-	-	-	-	-	14,377	-	-	-	-	-	14,377
1927	-	-	-	-	-	53,602	-	-	-	-	-	53,602
1928	-	-	-	-	-	84,594	-	-	-	-	-	84,594
1929	-	-	-	-	-	84,595	-	-	-	-	-	84,595
1930	-	-	-	-	-	131,510	-	-	-	-	-	131,510
1931	-	-	-	-	-	123,842	-	-	-	-	-	123,842
1932	-	-	-	-	-	68,475	-	-	-	-	-	68,475
1933	-	-	-	-	-	103,796	-	-	-	-	-	103,796
1934	-	-	-	-	-	56,395	-	-	-	-	-	56,395
1935	-	-	-	-	-	29,405	-	-	-	-	-	29,405
1936	-	-	-	-	-	21,863	-	-	-	-	-	21,863
1937	-	-	-	-	-	137,796	-	-	-	-	-	137,796
1938	-	-	-	-	-	102,275	-	-	-	-	-	102,275
1939	-	-	-	-	-	86,590	-	-	-	-	-	86,590
1940	-	-	-	-	-	91,697	-	-	-	-	-	91,697
1941	-	-	-	-	-	1,798	-	-	-	-	-	1,798
1942	-	-	-	-	-	104,706	-	-	-	-	-	104,706
1943	-	-	-	-	-	131,665	-	-	-	-	-	131,665
1944	-	-	-	-	-	186,779	-	-	-	-	-	186,779
1945	-	-	-	-	-	68,679	-	-	-	-	-	68,679
1946	-	-	-	-	-	171,156	-	-	-	-	-	171,156
1947	-	-	-	-	-	137,403	-	-	-	-	-	137,403
1948	-	-	-	-	-	149,044	-	-	-	-	-	149,044
1949	-	-	-	-	-	134,532	-	-	-	-	-	134,532
1950	-	-	-	-	-	68,323	-	-	-	-	-	68,323
1951	-	-	-	-	-	127,995	-	-	-	-	-	127,995
1952	-	-	-	-	-	172,614	-	-	-	-	-	172,614
1953	-	-	-	-	-	161,011	-	-	-	-	-	161,011
1954	-	-	-	-	-	159,991	-	-	-	-	-	159,991
1955	-	-	-	-	-	350,721	-	-	-	-	-	350,721
1956	-	-	-	-	-	177,680	-	-	-	-	-	177,680
1957	-	-	-	-	-	169,991	-	-	-	-	-	169,991
1958	-	-	-	-	-	161,011	-	-	-	-	-	161,011
1959	-	-	-	-	-	159,991	-	-	-	-	-	159,991
1960	-	-	-	-	-	177,680	-	-	-	-	-	177,680
1961	-	-	-	-	-	169,991	-	-	-	-	-	169,991
1962	-	-	-	-	-	161,011	-	-	-	-	-	161,011
1963	-	-	-	-	-	159,991	-	-	-	-	-	159,991
1964	-	-	-	-	-	177,680	-	-	-	-	-	177,680
1965	-	-	-	-	-	169,991	-	-	-	-	-	169,991
1966	-	-	-	-	-	161,011	-	-	-	-	-	161,011
1967	-	-	-	-	-	159,991	-	-	-	-	-	159,991
1968	-	-	-	-	-	177,680	-	-	-	-	-	177,680
1969	-	-	-	-	-	169,991	-	-	-	-	-	169,991
1970	-	-	-	-	-	161,011	-	-	-	-	-	161,011
1971	-	-	-	-	-	159,991	-	-	-	-	-	159,991

¹ Tax base, rates, and effective dates are given in table F-203.1.
² Since June 1, 1964, the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.
³ Estimated by the Federal Highway Administration.

⁴ Excluded from the Federal Highway Administration's prior year. Report and amount to the U.S. Internal Revenue Service were previously made monthly, but in 1955 this was changed to quarterly. Hence 1953 collections were considerably lower than actual tax liability, since a large portion of October-December earnings are collected in 1954.
⁵ Prior to September 1, 1955, motorcycles were taxed at 10 percent of manufacturers' sales price, and these amounts are included with automobiles.

ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE—1971¹

TABLE FE-7
MAY 1972

(In thousands of dollars)

STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	67,145	956	2,504	70,605	Alabama
Alaska	3,691	54	425	4,170	Alaska
Arizona	40,324	466	1,970	42,760	Arizona
Arkansas	40,698	580	2,139	43,417	Arkansas
California	380,303	5,539	12,327	398,169	California
Colorado	45,286	597	2,760	48,643	Colorado
Connecticut	50,881	743	775	52,399	Connecticut
Delaware	10,818	161	1,304	12,283	Delaware
Florida	136,529	1,778	3,928	142,235	Florida
Georgia	102,061	1,358	3,503	106,922	Georgia
Hawaii	9,624	127	472	10,223	Hawaii
Idaho	15,891	222	898	17,011	Idaho
Illinois	183,083	2,756	7,571	193,410	Illinois
Indiana	103,926	1,545	5,160	110,631	Indiana
Iowa	57,820	829	1,790	60,439	Iowa
Kansas	47,897	704	2,988	51,589	Kansas
Kentucky	60,431	873	3,322	64,626	Kentucky
Louisiana	60,878	923	4,504	66,305	Louisiana
Maine	19,621	280	713	20,614	Maine
Maryland	66,437	924	1,836	69,197	Maryland
Massachusetts	87,028	1,257	3,443	91,728	Massachusetts
Michigan	167,301	2,438	4,930	175,269	Michigan
Minnesota	73,076	1,044	3,325	77,445	Minnesota
Mississippi	43,946	633	2,216	46,795	Mississippi
Missouri	98,144	1,375	4,005	103,524	Missouri
Montana	16,861	229	805	17,895	Montana
Nebraska	32,043	454	1,578	34,075	Nebraska
Nevada	13,153	180	487	13,820	Nevada
New Hampshire	13,574	185	425	14,184	New Hampshire
New Jersey	120,339	1,724	4,413	126,476	New Jersey
New Mexico	25,030	359	1,439	26,828	New Mexico
New York	224,303	3,241	8,175	235,719	New York
North Carolina	101,837	1,429	4,870	108,136	North Carolina
North Dakota	11,825	182	999	13,006	North Dakota
Ohio	191,663	2,741	6,130	200,534	Ohio
Oklahoma	58,305	833	2,867	62,005	Oklahoma
Oregon	44,764	650	2,123	47,537	Oregon
Pennsylvania	182,710	2,744	8,614	194,068	Pennsylvania
Rhode Island	14,138	204	424	14,766	Rhode Island
South Carolina	51,590	701	1,413	53,704	South Carolina
South Dakota	13,951	204	713	14,868	South Dakota
Tennessee	78,075	1,111	3,079	82,265	Tennessee
Texas	253,301	3,557	12,318	269,176	Texas
Utah	21,897	297	592	22,786	Utah
Vermont	8,766	124	349	9,239	Vermont
Virginia	89,638	1,212	2,655	93,505	Virginia
Washington	62,448	919	2,547	65,914	Washington
West Virginia	29,283	428	1,561	31,272	West Virginia
Wisconsin	76,993	1,078	3,340	81,411	Wisconsin
Wyoming	10,520	149	790	11,459	Wyoming
Dist. of Col.	9,848	163	181	10,192	Dist. of Col.
Total	2/ 3,730,294	53,290	151,695	3,935,279	Total

^{1/} Both the highway-user portion of total taxes and the distribution by States were estimated by the Federal Highway Administration, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Federal Highway Administration, have been excluded.

^{2/} Includes \$275,091,000 from the tax on special fuels used on the highways.

ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ON VEHICLES AND AUTOMOTIVE PRODUCTS—1971¹

TABLE FE-8
MAY 1972

(In thousands of dollars)

STATE	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	26,362	12,376	1,532	10,055	491	50,816	Alabama
Alaska	1,759	1,672	81	548	26	4,086	Alaska
Arizona	14,728	10,658	809	6,038	300	32,533	Arizona
Arkansas	12,201	11,500	925	6,094	303	31,023	Arkansas
California	174,017	70,171	8,854	56,949	2,880	312,871	California
Colorado	19,191	12,818	960	6,781	312	40,062	Colorado
Connecticut	27,367	6,105	1,188	7,619	387	42,666	Connecticut
Delaware	6,152	1,949	257	1,620	84	10,062	Delaware
Florida	77,524	24,435	2,848	20,445	926	126,178	Florida
Georgia	42,946	18,377	2,159	15,283	704	79,469	Georgia
Hawaii	7,099	1,930	206	441	67	10,743	Hawaii
Idaho	4,412	5,282	360	2,380	129	12,563	Idaho
Illinois	118,228	25,398	4,394	27,416	1,418	176,854	Illinois
Indiana	46,446	19,283	2,463	15,562	804	84,558	Indiana
Iowa	22,581	11,090	1,330	8,658	428	44,087	Iowa
Kansas	18,799	10,453	1,134	7,192	382	37,960	Kansas
Kentucky	21,305	11,409	1,388	9,049	447	43,598	Kentucky
Louisiana	28,421	13,611	1,460	9,116	477	53,085	Louisiana
Maine	8,082	4,332	450	2,938	146	15,948	Maine
Maryland	40,213	10,388	1,472	9,949	479	62,501	Maryland
Massachusetts	50,717	10,493	2,013	13,032	655	76,910	Massachusetts
Michigan	116,263	30,073	3,877	25,268	1,265	176,746	Michigan
Minnesota	32,089	14,577	1,670	10,943	544	59,814	Minnesota
Mississippi	13,570	9,136	1,015	6,591	329	30,641	Mississippi
Missouri	40,082	17,756	2,219	14,697	721	75,475	Missouri
Montana	5,084	5,467	369	2,525	136	13,581	Montana
Nebraska	12,060	7,814	735	4,798	251	25,658	Nebraska
Nevada	4,499	3,250	282	1,994	91	10,116	Nevada
New Hampshire	8,252	3,503	299	2,117	96	14,267	New Hampshire
New Jersey	73,125	13,409	2,775	18,020	902	108,231	New Jersey
New Mexico	7,816	6,185	575	3,748	187	18,511	New Mexico
New York	158,299	31,948	5,220	33,588	1,688	230,743	New York
North Carolina	38,898	17,873	2,296	15,250	746	75,063	North Carolina
North Dakota	4,395	3,137	274	1,771	89	9,666	North Dakota
Ohio	103,693	26,859	4,383	28,701	1,429	165,065	Ohio
Oklahoma	23,250	15,250	1,337	8,731	431	46,999	Oklahoma
Oregon	17,637	12,900	1,036	6,703	331	38,607	Oregon
Pennsylvania	100,491	29,643	4,374	27,360	1,415	163,283	Pennsylvania
Rhode Island	7,603	1,460	328	2,117	106	11,614	Rhode Island
South Carolina	19,851	8,526	1,119	7,725	365	37,586	South Carolina
South Dakota	4,488	3,323	328	2,089	102	10,330	South Dakota
Tennessee	32,050	15,623	1,764	11,691	573	61,701	Tennessee
Texas	98,474	52,533	5,670	37,640	1,849	196,166	Texas
Utah	7,410	5,958	476	3,279	155	17,278	Utah
Vermont	4,793	2,387	201	1,313	65	8,759	Vermont
Virginia	41,075	15,541	1,940	13,423	631	72,610	Virginia
Washington	21,513	12,179	1,466	9,382	478	45,018	Washington
West Virginia	13,844	8,202	682	4,385	218	27,331	West Virginia
Wisconsin	36,488	12,318	1,731	11,529	562	62,628	Wisconsin
Wyoming	2,473	2,245	231	1,575	75	7,599	Wyoming
Dist. of Col.	6,229	740	255	1,475	75	8,774	Dist. of Col.
Total	1,822,335	684,545	85,210	558,593	27,750	3,178,433	Total

^{1/} Both the highway-user portion of total taxes and the distribution by States were estimated by the Federal Highway Administration based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Federal Highway Administration, have been excluded.

FEDERAL TAX RATES ON MOTOR VEHICLES AND RELATED PRODUCTS¹

[illegible]

applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys emptied effective November 1, 1961. The additional 3 cents a pound, effective July 1, 1966, and 2 cents a pound, effective July 1, 1961, apply to tires for highway vehicles only. Aviation tires and tubes are not included in this value as of July 1, 1970.

[illegible]

2/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 27, 1932, on a cost-plus-cost basis, but not to exceed 100% of cost.

STATUS OF THE FEDERAL HIGHWAY TRUST FUND

FISCAL YEAR ENDED JUNE 30, 1972¹

TABLE FE-10
OCTOBER 1972

I. Opening Balance:	\$3,651,695,549.18
II. Receipts:	
A. Excise Taxes (Transferred general receipts)	
1. Gasoline	3,755,720,551.87
2. Diesel and special motor fuels	291,857,503.43
3. Tires	631,746,410.89
4. Inner tubes	23,820,423.35
5. Tread rubber	26,816,913.56
6. Trucks, buses, trailers, etc.	605,226,383.33
7. Truck use tax	150,506,546.76
8. Parts and accessories for trucks and buses	86,693,376.83
9. Lubricating oil	90,744,804.71
10. Total excise taxes	<u>5,663,132,869.73</u>
B. Deduct - Reimbursement to General Fund Receipts (Refunds)	
1. Gasoline used on farms	103,632,855.68
2. Gasoline used for all other nonhighway purposes or local transit systems	22,731,614.60
3. Lubricating oil not used in highway motor vehicles	17,609,548.64
4. Excise tax on trucks, buses and trailers of 10,000 pounds or less gross vehicle weight	<u>168,736,244.40</u>
5. Total	<u>312,710,263.32</u>
C. Transfers to Land and Water Conservation Fund	28,000,000.00
D. Net Excise Taxes	5,322,422,606.41
E. Interest	<u>205,629,972.49</u>
F. Total Receipts	<u>5,528,052,578.90</u>
III. Expenditures: (Checks issued basis)	
A. Federal Highway Administration	
1. Federal-Aid Highway Act of 1956	4,657,133,857.77
2. Right-of-Way Revolving Fund 2/	17,116,191.38
3. Other highway programs	3,031,334.00
4. Total	<u>4,677,281,383.15</u>
B. National Highway Traffic Safety Administration	<u>12,936,000.00</u>
C. Total Expenditures	<u>4,690,217,383.15</u>
IV. Balances in Trust Fund:	
A. Investments	
U.S. Treasury Special Certificates of Indebtedness 3/	4,456,381,000.00
B. Undisbursed Balances:	
1. Highway Trust Fund	784.66
2. Advances to Federal Highway Administration	31,083,307.07
3. Pentagon Road Network	50,374.06
4. Right-of-Way Revolving Fund 2/	313,280.14
5. Other highway programs	<u>1,701,999.00</u>
6. Total	<u>33,149,744.93</u>
C. Total Balance	<u>4,489,530,744.93</u>
^{1/} Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956.	
^{2/} Includes negative expenditure of \$493,925.03 from previous fiscal year.	
^{3/} Certificates held June 30, 1972 bore interest at the rate of 5 percent, maturing June 30, 1973.	

NET REVENUES TO THE FEDERAL HIGHWAY TRUST FUND FISCAL YEARS 1957-1972¹

(In millions of dollars)

TABLE PB-201

ITEM	TAX RATE 2/	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,697	2,044	2,361	2,374	2,462	2,493	2,736	2,466	3,124	3,096	3,381	3,693	3,934	3,893
Tires	8 cents per pound for highway tires, and 5 cents per pound for "other" tires July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires thereafter. For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Trust Fund. After June 30, 1957 through June 30, 1970 all tire tax accrued to the Trust Fund. After June 30, 1970 the aviation tire tax accrues to the Airport and Airway Trust Fund.	82	244	247	281	246	327	366	369	382	442	462	468	551	588	576	632
Inertsubstances	9 cents per pound July 1, 1956 through June 30, 1961; 10 cents per pound thereafter. Motor fuel taxes accrued to the Trust Fund in fiscal year 1957 through July 1, 1957 through June 30, 1970 all inertsubstance tax accrued to the Trust Fund. After June 30, 1970 the inertsubstance tax accrues to the Airport and Airway Trust Fund.	-	17	15	19	15	17	19	22	24	30	33	19	28	26	23	24
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24	22	24	25	28	25	30	28	30	27
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrued to the Trust Fund in fiscal year 1957 through July 1, 1957 through June 30, 1962; all thereafter. During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	115	128	311	357	393	442	595	510	941	700	693	1,96
Vehicle Use	\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds through June 30, 1961; \$1.00 per 1,000 pounds gross weight thereafter.	26	33	34	36	47	80	97	106	99	102	112	98	129	137	148	150
Lubricating Oil	6 cents per gallon effective January 1, 1956.	-	-	-	-	-	-	-	-	-	23	68	82	83	95	52	73
Parts and Accessories	8 percent of manufacturer's wholesale price of truck and bus parts and accessories effective January 1, 1966.	-	-	-	-	-	-	-	-	-	7	69	81	94	87	85	87
Total from excises		1,479	2,026	2,074	2,539	2,798	2,949	3,279	3,219	3,658	3,917	4,441	4,379	4,637	5,354	5,941	5,322
Interest on investments		3	18	13	-3	1	7	14	20	11	7	14	33	53	115	184	206
Total		1,482	2,044	2,087	2,536	2,799	2,956	3,293	3,239	3,669	3,924	4,455	4,412	4,690	5,469	5,725	5,528

1/ All amounts are net after payment of refunds for nonhighway uses and refunds in 1972 for tax paid on trucks, buses and trailers of 10,000 pounds or less gross weight.

2/ For details of the terms of the motor-fuel and automotive taxes, see table PB-201.

HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State, and local agencies. Federal and State highway finance data are for the calendar year 1971, with only minor exceptions; but finance data of the local governments are for various fiscal years ended in 1970 or the latest period for which complete information is available.

Because the expenditures of one governmental agency may become income to another, care must be taken to avoid double counting of income and expense when combining certain of the Federal, State, and local table series. For this reason, the first tables in this section give combined summaries of the highway finances of all governmental agencies in net amounts, i.e., duplications that would otherwise have resulted from interfund or intergovernmental transfers have been removed. These tables are followed by specialized series showing Federal, State, and local government data, but these are not additive without due allowance for the intergovernmental payments.

Intergovernmental Payments

In general, intergovernmental payments as reported herein refer to the actual payment of money from one governmental level to another.

Federal aid for highways

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other highway-related excise taxes deposited in the Federal Highway Trust Fund. Administered by the Federal Highway Administration, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other highway funds administered by the Federal Highway Administration, but not financed from Trust Fund revenues, include those for Forest Highways, Highway Beautification, Public Lands Highways, and the Appalachian Development program.

State and local governments also receive assistance from other Federal programs. Typical of this assistance is the return to the State of origin of 25 percent of Federal

revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in table F-106.

State aid to local governments

There are numerous State transactions or activities that benefit local governments but that do not involve the flow of funds, and are not treated as intergovernmental payments. Among these transactions are: (1) Advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects on local road systems.

Some transactions, however, that do involve the flow of funds from States to local governments have been shown herein as direct expenditures by activity, rather than as intergovernmental payments. These transactions include: (1) Amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) Federal-aid funds received in reimbursement for the Federal share of the cost of Federal-local projects; (3) payments on county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

For uniformity in the Federal Highway Administration's analyses, all State-imposed highway-user imposts are considered as being collected and distributed by the States. The local government shares, if any, have been shown as intergovernmental payments. This has been done even when there has been no actual flow of funds or when there has been a reverse flow of funds such as occurs in States where motor-vehicle registration fees are collected, and a share is retained, by the local governments.

In 1971 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes. This assistance is in the form of direct grants-in-aid and shared revenue. The two States that did not have such statutes are Alaska and West Virginia. Table

SF-5A shows the sources and payments of the shared State funds.

In 1971 forty-three States provided aid from road-user taxes to municipalities, including New England towns. Counties in 45 States received grants-in-aid. Townships, including those in New England, in 16 States received State grants. Many States provide aid to more than one type of local government.

Intergovernmental payments of local agencies

All Federal-aid projects receipts and disbursements are considered to be transactions of the State. Hence, county or municipal funds expended on such projects are considered to be payments to the State regardless of whether an actual flow of funds occurs. In some States, a portion of the local share of State tax revenues is not paid directly to local governments, but is retained by the State to match Federal funds for local road projects, to reimburse the State for work performed at the request of the local agency, or for other purposes. When the State retained such tax revenue, the transactions do not appear as intergovernmental payments in the State or local finance series of tables.

Payments between similar government units have been eliminated; for example, those between counties, between States, or between municipalities. But payments made between different government classes, such as those between counties and municipalities, have been shown.

Combined finances

Table HF-10 combines, for all government units, receipts and expenditures for 1971 (with local government data estimated) and identifies separately the intergovernmental payments. Tables HF-1 and 2 eliminate intergovernmental payments and show, by States, total receipts and expenditures for highways in 1970, the last year for which complete finance data for all governmental units are available.

Federal financing

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary and secondary systems.

In the use of Federal aid for highway construction, the States initiate the improvements to be made. They make

the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Federal Highway Administration, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABC funds, are proportionally divided among the States by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 50-50 by the States, but the Federal share is proportionately increased for States in which public lands are in excess of 5 percent of their area.

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Federal-Aid Highway Act of 1956, as subsequently amended, provides for completion of the System by 1976, on a 90-percent Federal, 10-percent State matching basis. Funds to support this program, and the ABC program, are drawn from the Federal Highway Trust Fund, which is wholly supported by Federal taxes on road users.

During 1965, there were two additions to Federal highway policy. One is a program to aid the States in Appalachia in building main and feeder roads that will assist in their economic development. The second was the program of landscaping and scenic enhancement of the Federal-aid highway systems, including the control of outdoor advertising and junkyards. A major development in 1966 was the enactment by Congress of legislation embracing broad new highway and motor vehicle safety programs. Funds for these programs are appropriated from the general fund, rather than from the Trust Fund.

The 1968 Federal-Aid Highway Act established urban traffic operations improvement programs, or "TOPICS" to reduce traffic congestion and facilitate the flow of traffic in the urban areas. The Act also created a right-of-way revolving fund and authorized additional funds for the Federal-aid primary and secondary systems in rural areas.

The 1970 Federal-Aid Highway Act provided for the establishment of a Federal-aid urban system in the urbanized areas. The Act also changed the Federal share of ABC funds from 50 percent to 70 percent effective July 1, 1973. Another change in the 1970 Act provides that two-thirds of the funds authorized for safety programs for fiscal year 1972 and subsequent years shall be appropriated from the Highway Trust

Fund. All of these funds formerly were paid from the general fund. In addition, Forest Highway and Public Lands funds are also paid from the Highway Trust Fund, beginning with the 1972 apportionments.

During 1971, \$5,360 million of Federal-aid funds for fiscal year 1973 was apportioned to the States. Of this amount, \$1,078.0 million was for the ABC programs and \$3,964.0 million was for the Interstate System. An additional \$122.5 million was apportioned for the rural areas of the Federal-aid primary and secondary systems and \$98 million for the newly established urban system. Another \$98 million was apportioned for TOPICS. Also during 1971, apportionments totaling \$33 million were made for forest highways. These amounts are shown by States in table FA-4.

Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although an apportionment of Federal-aid funds is for 1 year, a 2-year grace period in expending the funds is permitted to allow the States time for orderly planning, budgeting, and execution of their highway programs.

Payments to contractors for work done on Federal-aid projects are made initially from State funds, or, sometimes, from funds transferred to the State by cities, counties, or other local governments. The Federal share is paid as reimbursement to the States as work progresses; final payment is made after completion of the project.

To prevent the possibility of a deficit in the Federal Highway Trust Fund, the Bureau of Public Roads put into effect, beginning with fiscal year 1960, a plan that provides for the orderly scheduling of Federal-aid fund obligations (and thus contract lettings) so as to phase the reimbursement requests of the States with revenues available in the Trust Fund. States may proceed at a more rapid rate of contract letting if they choose, with the understanding that Federal reimbursement for the additional work will be delayed. Some States have done so.

The actual payment of Federal funds administered by the Federal Highway Administration during calendar year 1971 is shown in table FA-3. Most of these payments were made to the States, but in addition to its own administrative costs, some funds were expended by FHWA directly on projects. These amounts, together with a summary of the finances of all other Federal assistance programs for highways are shown in table FA-5.

Price trend and other index factors are shown in table series PT-2 to 5 and in charts. While largely based upon records of Federal-aid highway work (except for maintenance cost trends) these factors may in most cases be applicable to any level of highway program.

State financing

Finances and debt status of State highway agencies are given in the SF and SB series. Table SF-21 consolidates and summarizes all highway receipts and disbursements of the States, while table DF shows the allocation of all special State imposts on highway users. The remaining tables in the SF series provide further details and breakdowns of these statistics. The SB series of tables provides details of the highway debt transactions of the States.

Local financing

Highway finance and debt status of county and township governments are shown in the LF and LB table series, and those of municipalities in the UF and UB series. Highway finance data by counties comprising individual SMSA's are given in table LF-14, and for individual cities of 50,000 population or more in table UF-3. Table UF-4, which provides the receipts and disbursements for parking and indirect street functions for the same cities, is not included in this bulletin but is available separately upon request. There are no consolidated tables of local finance except as contained in tables HF-10 and HF-1 and 2 appearing at the beginning of this section. The data cover various fiscal years ended in 1970, the latest year for which data for local governments have been compiled in all States. Approximately half of all local governments use the calendar year ending December 31, and about two-thirds of the remainder use a fiscal year ending June 30. In most States, sampling is used to some extent in developing statistics for the smaller municipalities (under 5,000) and for townships, but is not used to compile data for counties, or for the larger municipalities.

Classification of Highway Receipts

The phrase "highway receipts" used in the section includes highway-user tax revenues, and all other receipts applied for highway purposes regardless of source. The exceptions are tables DF, LF-1, and UF-1, which include the total of user tax revenues regardless of their use for highway or nonhighway purposes. The classification of these receipts is described in the following paragraphs.

Funds attributable to highway users

Chief among this group of revenues are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation as their principal source of funds for highways. However, counties in Alabama, Hawaii, Mississippi, and Nevada, and municipalities in Alabama, Florida, Nevada (Carson City-Ormsby County), New York (1971), and Wyoming (repealed during fiscal year 1970) levy local motor-fuel taxes. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because

of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipts taxes, and ad valorem property taxes are among those that have been excluded when such taxes are parts of general tax structures applicable to a variety of commodities, operations, and commercial activities.

In general, the revenue from highway-user taxes is derived from taxes imposed for the use of the highways, but small amounts are actually derived from off-highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all refunds are claimed and not all refund claims are granted. For example, agricultural use may be eligible for a refund of 6 cents out of a 7-cent tax. Similarly, not all highway use of motor fuel is taxed. Some States exempt or refund the tax for Federal Government or other public use, for transit bus operations, and in at least one State, for fuel consumed on toll roads.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables MF-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations are in agreement with the highway-user revenues reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Most States place highway-user revenues in special highway funds, but a few place them in a general State fund that receives many types of revenues, including those from highway users. For the latter group of States, each appropriation of expenditure for highway purposes has been treated as if it had been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received by the general fund from each of these sources.

Even in some States, that have separate highway funds, portions of highway-user revenues have been allocated to the State general fund or for nonhighway purposes; and in some of these States, general fund appropriations have also been made for highway purposes. In the Federal Highway Administration analyses, such appropriations have been offset, to the extent possible, against the allocations of highway-user revenues for funds or purposes other than highways.

Table MF-106 which gives the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 which provides similar information for State

motor-vehicle registration fees, operators license fees, and motor-carrier taxes.

Closely related to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, whereas income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are the net sums that remain after deduction of costs of maintenance and operation of meters and parking lots.

Other taxes and fees

Special taxes and assessments on property are the chief sources of locally-raised income used by counties and municipal governments to finance local highway programs. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local revenue in a general fund from which appropriations are made for highways as well as for other purposes. All, or portions, of the proceeds of many other State and local taxes such as oil royalties, and sales and use taxes, are allocated or drawn on for highways, but the amount of money from these sources is usually not significant. When miscellaneous State taxes and appropriations are specifically allocated for highways, these provisions have been shown in table S-106, which last appeared in *Highway Statistics, 1965*.

Investment income and miscellaneous receipts

By investing highway funds until needed, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is sometimes derived from rentals, donations, and sales of surplus equipment and supplies.

Income from sale of bonds and notes

For the State finance (SF) series of tables, the infrequent transactions involving short-term borrowing (2 years or less maturity) have been omitted. Among local governments, however, the use of short-term note financing is rather common and these transactions have been included in the LF and UF series of tables. Note proceeds and redemptions have been omitted from the summary tables HF-10, HF-1, and 2.

Special tables that give details of State obligations (SB series) and local obligations (LB and UB series) have been included. State bond issues for highways usually can be identified readily. Bond issues of local governments occasionally combine borrowing for more than one purpose, and the road and street shares of such local general improvement loans in the tables are estimates.

Classification of Highway Expenditures

Expenditures for highways have been grouped in major classes: Capital outlay; maintenance; administration; highway police and safety; interest on debt; debt retirement; and intergovernmental payments.

Capital outlays are those costs associated with highway improvements, including land acquisition and other right-of-way costs, preliminary and construction engineering, construction costs of roadway and structure, and installation of traffic service facilities such as guard rails, fencing, signs and signals, etc.

Costs included in the classification as maintenance are of two types: (1) Those required to keep the highways in usable condition, such as routine patching and repairs, bridge painting, and other maintenance of condition costs; and (2) traffic service costs, such as snow and ice removal, pavement markings, signs, signals, litter cleaning, etc.

Classed as administration costs are those for general overhead, and engineering and research not assignable to specific road projects. Included in the tables as highway law enforcement and safety expenditures are activities of the Federal highway safety program, State highway patrols, safety education and promotion, driver training

programs, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police also have been included where the function is separate from that of general policing activities.

Indirect Municipal Street Functions

The municipal highway summaries do not include receipts and disbursements for street lighting and cleaning, sidewalks, nor storm drainage. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by the municipal government in connection with street programs, expenditures for such programs are generally considered to be for the protection of the health and safety of the public rather than expenditures for highways.

Parking revenues used for maintenance and operation of parking meters and lots have also been treated separately. This information has been excluded so that the data presented for municipalities are comparable to those shown for other types of governments or agencies. Parking funds that were used for highways, however, are listed separately on table UF-1.

Tables UF-11 and UF-12 present the data that have been reported for the items excluded from the municipal summaries.

TOTAL RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT—1971¹

Fiscal year data compiled from
reports of State and local authorities

(In million of dollars)

TABLE HF-10
OCTOBER 1972

ITEM	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI- PALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS						
RECEIPTS BY COLLECTING AGENCIES								
Imposts on highway users: 2/								
Motor fuel and vehicle taxes	5,640	-	-	5,640	9,165	56	101	14,962
Tolls	-	-	-	-	889	26	97	1,012
Parking fees	-	-	-	-	1	2	65	68
Subtotal	5,640	-	-	5,640	10,055	84	263	16,042
Income from non-user sources:								
Property taxes and assessments	-	-	-	-	-	740	660	1,400
General fund appropriations	-	332	306	638	148	420	985	2,191
Other taxes and fees	-	-	13	13	164	22	72	261
Subtotal	-	332	319	651	302	1,182	1,717	3,852
Investment income and other receipts	197	11	74	282	353	103	157	895
Total current income	5,837	343	393	6,573	10,710	1,369	2,137	20,789
Bond issue proceeds (par value) 2/	-	-	-	-	2,649	178	388	3,215
Grand total receipts	5,837	343	393	6,573	13,359	1,547	2,525	24,004
Intergovernmental payments:								
Federal government:								
Highway Trust Fund	-4,793	-	-	-4,793	-4,793	-	-	-
Other Funds	-	-253	-107	-360	+268	+70	+22	-
State agencies:								
Highway-user imposts	-	-	-	-	-2,340	+1,467	+873	-
Other funds	-	-	-	-	-180	+67	+113	-
Counties and townships	-	-	-	-	+54	+142	+88	-
Municipalities	-	-	-	-	+71	-48	-79	-
Subtotal	-4,793	-253	-107	-5,153	+2,666	+1,470	+1,017	-
Funds drawn from (+) or placed in (-) reserves	-944	+17	-	-927	-779	+43	+163	-1,900
Total funds available	100	107	286	493	15,246	3,060	3,705	22,504
DISBURSEMENTS BY EXPENDING AGENCIES								
Capital outlay:								
On rural State-administered highways	-	-	-	-	6,069	15	-	6,084
On municipal extensions of State highways	-	-	-	-	3,348	-	10	3,358
On local rural roads	-	-	-	-	376	915	-	1,291
On local municipal roads and streets	-	-	-	-	133	50	1,135	1,318
Not classified by system	1/ 11	5/ 50	2/ 230	291	5,936	980	1,145	12,362
Subtotal	1/ 11	5/ 50	2/ 230	291	5,936	980	1,145	12,362
Maintenance and traffic services:								
On rural State-administered highways	-	-	-	-	1,744	9	-	1,753
On municipal extensions of State highways	-	-	-	-	343	-	31	374
On local rural roads	-	-	-	-	28	1,497	-	1,525
On local municipal roads and streets	-	-	-	-	25	49	1,319	1,393
Not classified by system	-	2	6	8	2,100	1,555	1,350	5,011
Subtotal	-	2	6	8	2,100	1,555	1,350	5,011
Administration and research	89	55	2	146	6/ 856	230	245	1,477
Highway law enforcement and safety	-	-	-	-	893	69	490	1,452
Interest on debt	-	-	-	-	616	68	150	834
Total current disbursements	100	107	286	493	14,431	2,902	3,380	21,206
Debt retirement (par value) 2/	-	-	-	-	815	158	325	1,298
Grand total disbursements	100	107	286	493	15,246	3,060	3,705	22,504
1/ This table summarizes and consolidates data reported in greater detail in the FA, SF, LF, UP, LB, and UB table series. Data for Federal and State agencies are final; those for counties and municipalities are estimates subject to revision when data for all local units are available. Tables HF-1 and HF-2 for 1970 contain final data for all units of government.								
2/ Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are also net after refunds and collection expenses. Parking fees are amounts in excess of parking costs and considered available for highways.								
3/ Issue and redemption of short-term notes or refunding bonds are excluded. Interest is included. Premiums and discounts on sale of bonds are included with "Investment income and other receipts"; redemption premiums and discounts are included with "Interest on debt."								
4/ Includes \$6 million paid to Puerto Rico.								
5/ Includes \$1 million of highway safety funds paid to Puerto Rico.								
6/ Includes \$90 million of Federal-aid highway funds for research and planning.								

1/ This table summarizes and consolidates data reported in greater detail in the FA, SF, LF, UP, LB, and UB table series. Data for Federal and State agencies are final; those for counties and municipalities are estimates subject to revision when data for all local units are available. Tables HF-1 and HF-2 for 1970 contain final data for all units of government.

2/ Includes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are also net after refunds and collection expense. Parking fees are amounts in excess of parking costs and considered available for highways.

3/ Issue and redemption of short-term notes or refunding bonds are excluded. Interest is included. Premiums and discounts on sale of bonds are included with "Investment income and other receipts"; redemption premiums and discounts are included with "Interest on debt."

4/ Includes \$6 million paid to Puerto Rico.

5/ Includes \$1 million of highway safety funds paid to Puerto Rico.

6/ Includes \$90 million of Federal-aid highway funds for research and planning.

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT - 1970

TABLE W-12
OCTOBER 1972

(In thousands of dollars)

STATE	FEDERAL AGENCIES	ROAD-USER TAX REVENUES ^{1/}			ROAD, BRIDGE AND TOLL REVENUE	APPROPRIATION FROM GENERAL FUND	PROPERTY TAXES ^{2/}	FARMING INCOME ^{3/}	OTHER REVENUES	MISCELLANEOUS RECEIPTS	TOTAL CURRENT INCOME	BOND PROCEEDS (EAR VALUE)	TOTAL RECEIPTS	STATE
		FEDERAL AGENCIES	STATE	COUNTIES AND TOTAL SHIPS	MAINTENANCE AND REPAIRS	TOTAL								
Alabama	84,418	150,137	3,319	12,700	-	254,174	1,722	12,657	465	4,034	284,886	98,555	383,441	Alabama
Alaska	1,000	1,000	-	-	-	2,000	1,000	1,000	-	-	2,000	-	3,000	Alaska
Arizona	69,069	20,589	-	-	-	89,658	21,453	17,689	253	2,715	20,140	2,595	206,695	Arizona
Arkansas	36,331	120,886	-	36	-	157,243	13,443	17,369	1,311	662	20,140	976	176,756	Arkansas
California	489,201	917,074	-	-	-	1,406,275	28,923	34,660	1,507	136,059	1,495,377	90,395	1,585,772	California
Colorado	65,500	20,589	-	-	-	86,089	31,376	16,666	1,807	6,674	217,757	2,062	239,819	Colorado
Connecticut	1,000	1,000	-	-	-	2,000	1,000	1,000	-	-	2,000	-	3,000	Connecticut
Delaware	8,477	29,600	-	-	-	38,077	16,348	4,396	92	1,328	66,041	27,485	93,526	Delaware
Florida	70,500	120,318	1,110	1,299	166	293,318	20,559	46,650	80	11,000	312,677	135	312,812	Florida
Georgia	65,555	179,767	6,666	-	-	251,928	2,815	47,284	1,380	8,234	326,710	13,000	340,710	Georgia
Hawaii	34,468	24,534	-	-	-	58,992	2,815	10,258	4,093	5,841	77,860	1,577	80,437	Hawaii
Illinois	174,673	255,538	2	-	-	430,211	63,841	69,409	390	16,843	519,372	1,834	521,206	Illinois
Indiana	65,973	184,190	-	-	-	249,163	14,002	30,886	6,945	12,313	375,085	21,900	396,985	Indiana
Iowa	55,065	112,656	-	-	-	167,721	14,463	22,710	211	2,981	207,710	13,962	221,672	Iowa
Kentucky	54,005	172,065	-	2,395	-	228,464	14,365	14,357	180	17,635	308,446	80,000	388,446	Kentucky
Louisiana	27,887	100,666	1,148	-	-	129,691	34,086	14,093	497	8,139	152,933	64,000	216,933	Louisiana
Maine	68,727	20,516	-	-	-	89,243	34,634	2,529	150	22,065	106,899	20,672	127,571	Maine
Maryland	77,700	175,177	-	-	-	252,877	14,044	104,886	-	7,177	317,963	143,347	461,310	Maryland
Massachusetts	128,462	394,746	-	-	-	523,208	44,044	29,519	52	15,147	567,928	10,407	578,335	Massachusetts
Michigan	101,066	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Michigan
Minnesota	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Minnesota
Mississippi	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Mississippi
Missouri	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Missouri
Montana	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Montana
Nebraska	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Nebraska
Nevada	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Nevada
New Hampshire	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	New Hampshire
New Jersey	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	New Jersey
New Mexico	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	New Mexico
New York	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	New York
North Carolina	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	North Carolina
North Dakota	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	North Dakota
Ohio	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Ohio
Oklahoma	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Oklahoma
Oregon	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Oregon
Pennsylvania	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Pennsylvania
Rhode Island	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Rhode Island
South Carolina	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	South Carolina
South Dakota	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	South Dakota
Tennessee	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Tennessee
Texas	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Texas
Utah	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Utah
Vermont	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Vermont
Virginia	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Virginia
Washington	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Washington
West Virginia	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	West Virginia
Wisconsin	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Wisconsin
Wyoming	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Wyoming
Dist. of Col.	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Dist. of Col.
Unidentified by State	104,000	107,765	1,148	-	-	209,979	46,783	78,065	497	15,136	240,515	91,374	331,889	Unidentified by State
Total	4,402,094	6,899,902	49,632	96,231	33,000,819	930,187	2,375,321	1,300,830	64,943	242,649	822,586	1,886,666	90,284,419	Total

^{1/} Total fees collected during 1970 amounted to \$207,441,000, amount shown represents surplus aggregated according to the collecting agency. Amount shown for Federal agencies are mainly grants-in-aid payments.

^{2/} Total fees collected during 1970 amounted to \$207,441,000, amount shown represents surplus aggregated according to the collecting agency. Amount shown for Federal agencies are mainly grants-in-aid payments.

^{3/} Excludes short term notes and refunding bond issues.

TOTAL DISBURSEMENTS FOR HIGHWAYS: ALL UNITS OF GOVERNMENT - 1970¹

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE IV-2
CONTINUED 1972

STATE	FEDERAL-INTERESTED			CAPITAL GROWTH			SUMMARY			MULTI-SECTOR			KEYWAY			TOTAL EXERCISE TURNS	RANK RECORD- (PER VALUE)	TOTAL DEBTS
	RIGHT- OFFSET GROWTH GAIN	TOTAL GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	LOCAL REAL- GROWTH GAIN	LOCAL GROWTH GAIN	PERCENT- GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN	RIGHT- OFFSET GROWTH GAIN				
Alabama	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Alaska	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Arizona	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Arkansas	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
California	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Colorado	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Connecticut	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Delaware	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Florida	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Georgia	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Hawaii	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Idaho	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Illinois	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Indiana	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Iowa	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Kansas	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290	141,290
Kentucky	141,290	141,290	141,290	141,290	141,													

EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION

DURING CALENDAR YEAR 1971¹

Compiled for the calendar year 1971.

TABLE FH-1
PAGE 19-1

STATE	FEDERAL-AID HIGHWAY FUNDS - PAID FROM HIGHWAY TRUST FUNDS					FEDERAL-AID TOTAL	FEDERAL-AID FUNDS	OTHER FUNDS	TOTAL	STATE
	PRIMARY	SECONDARY	URBAN	INTERSTATE	OTHER					
Alabama	9,980,556	3,259,307	3,370,405	2,070,531	333,951,787	3,259,307	3,259,307	1,508,170	11,777,410	Alabama
Alaska	6,757,553	1,775,189	1,775,189	44,669,059	2,218,669	1,775,189	1,775,189	1,640,002	3,415,191	Alaska
Arizona	6,577,953	1,999,881	1,271,495	6,686,883	96,116,655	1,271,495	1,271,495	265,717	2,537,912	Arizona
California	31,305,479	30,131,395	30,131,395	398,562,138	21,881,727	30,131,395	30,131,395	48,345,486	1,090,020	California
Colorado	1,869,994	1,300,160	2,999,375	5,138,307	1,280,554	1,869,994	1,869,994	1,280,554	3,150,548	Colorado
Connecticut	3,405,944	755,155	644,608	5,250,556	30,375,487	3,405,944	3,405,944	30,375,487	33,781,431	Connecticut
Delaware	13,084,526	7,466,831	7,466,831	82,956,777	2,676,118	13,084,526	13,084,526	2,676,118	15,760,644	Delaware
Florida	2,943,399	2,943,399	2,943,399	2,943,399	1,676,118	2,943,399	2,943,399	1,676,118	4,619,517	Florida
Georgia	5,967,106	1,947,045	2,802,017	36,714,609	1,471,458	5,967,106	5,967,106	1,471,458	7,438,564	Georgia
Idaho	8,370,600	2,170,650	2,170,650	281,331,313	3,843,541	2,170,650	2,170,650	3,843,541	6,014,191	Idaho
Illinois	23,044,995	23,044,995	23,044,995	35,034,044	1,881,886	23,044,995	23,044,995	1,881,886	24,926,881	Illinois
Indiana	12,670,388	12,670,388	12,670,388	12,670,388	1,881,886	12,670,388	12,670,388	1,881,886	14,552,274	Indiana
Iowa	8,370,600	1,947,045	2,802,017	36,714,609	1,471,458	8,370,600	8,370,600	1,471,458	9,842,058	Iowa
Kansas	6,757,553	1,775,189	1,271,495	6,686,883	96,116,655	1,271,495	1,271,495	265,717	2,537,912	Kansas
Kentucky	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	Kentucky
Louisiana	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	Louisiana
Maine	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	Maine
Maryland	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	Maryland
Massachusetts	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Massachusetts
Michigan	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Michigan
Minnesota	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Minnesota
Mississippi	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Mississippi
Missouri	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Missouri
Montana	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Montana
Nebraska	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Nebraska
Nevada	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Nevada
New Hampshire	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	New Hampshire
New Jersey	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	New Jersey
New Mexico	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	New Mexico
New York	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	New York
North Carolina	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	North Carolina
North Dakota	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	North Dakota
Ohio	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Ohio
Oklahoma	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Oklahoma
Oregon	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Oregon
Pennsylvania	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Pennsylvania
Rhode Island	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Rhode Island
South Carolina	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	South Carolina
South Dakota	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	South Dakota
Texas	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Texas
Tennessee	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Tennessee
Utah	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Utah
Vermont	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Vermont
Virginia	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Virginia
Washington	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Washington
West Virginia	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	West Virginia
Wisconsin	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Wisconsin
Wyoming	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Wyoming
Dist. of Col.	11,866,865	3,808,351	3,808,351	3,808,351	3,808,351	11,866,865	11,866,865	3,808,351	15,675,216	Dist. of Col.
U.S. Total	312,560,293	317,064,327	317,064,327	317,064,327	317,064,327	312,560,293	312,560,293	317,064,327	629,624,620	U.S. Total
Puerto Rico	2,550,904	1,950,288	1,950,288	1,950,288	1,950,288	2,550,904	2,550,904	1,950,288	4,501,192	Puerto Rico
Unallocated ²	-	-	-	-	-	-	-	-	-	Unallocated ²
Administration & Research	535,253,197	359,135,055	359,135,055	359,135,055	359,135,055	535,253,197	535,253,197	359,135,055	894,388,252	Administration & Research
Grand Total	535,253,197	359,135,055	359,135,055	359,135,055	359,135,055	535,253,197	535,253,197	359,135,055	894,388,252	Grand Total

but ¹ Includes foreign programs and the costs of national park and highway projects supported by FHWA.
² Includes highway trust fund share of emergency relief, loan and bridge design, right-of-way for the
 Federal aid network in Virginia, and highway planning-research funds.
 Includes transportation, public lands, emergency relief paid from general funds, and other allocations
 made by the Department of Transportation to FHWA and expenditure of funds transferred to FHWA by the Forest
 Service, National Park Service, Appalachian Development Commission, Department of Defense, Bureau of Land
 Management, and others.
 Functional areas administered by the National Highway Traffic Safety Administration except for
 several functional areas administered by FHWA.
³ Includes \$4.3 million for NHWA and \$1.1 million for Motor Carrier Safety.

APPORTIONMENTS OF FEDERAL-AID HIGHWAY FUNDS AND OTHER FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION

TABLE FA-4
SEPTEMBER 1972

TISCAL, YEAR 1973

FEDERAL-AID HIGHWAY FUNDS - PAID FROM HIGHWAY TRUST FUND 1/

STATE	AID FUND			FEDERAL-AID HIGHWAY FUND - PAID FROM HIGHWAY TRUST FUND 1/			TOPICS	TOTAL FEDERAL-AID HIGHWAY FUND 1/	FEDERAL-AID HIGHWAY FUND 1/	TOTAL FEDERAL-AID HIGHWAY FUND 1/	EQUATED SUPPLY FUND 2/
	FEDERAL-AID HIGHWAY FUND - PAID FROM HIGHWAY TRUST FUND 1/			STATE	FEDERAL-AID HIGHWAY FUND 1/	TOTAL FEDERAL-AID HIGHWAY FUND 1/					
	PRIMARY	SECONDARY	TOTAL								
Alabama	89,326,125	87,265,049	176,591,174	\$1,137,000	\$1,040,700	\$2,177,700	\$2,177,700	\$90,391,890	\$90,391,890	\$2,177,700	
Alaska	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Arizona	7,850,014	7,850,014	15,700,028	7,850,014	7,850,014	15,700,028	15,700,028	7,850,014	7,850,014	15,700,028	
Arkansas	2,590,014	2,590,014	5,180,028	2,590,014	2,590,014	5,180,028	5,180,028	2,590,014	2,590,014	5,180,028	
California	13,145,014	13,145,014	26,290,028	13,145,014	13,145,014	26,290,028	26,290,028	13,145,014	13,145,014	26,290,028	
Colorado	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Connecticut	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Delaware	2,590,014	2,590,014	5,180,028	2,590,014	2,590,014	5,180,028	5,180,028	2,590,014	2,590,014	5,180,028	
Florida	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Georgia	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Idaho	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Illinois	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Indiana	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Iowa	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Kansas	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Kentucky	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Louisiana	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Maine	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Maryland	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Massachusetts	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Michigan	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Minnesota	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Missouri	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Montana	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028	
Nebraska	1,785,014	1,785,014	3,570,028	1,785,014	1,785,014	3,570,028	3,570,028	1,785,014	1,785,014	3,570,028</	

1/ Apportioned October 20, 1971.
2/ Apportioned February 1, 1972.

RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES, SUMMARY 1971¹TABLE 7A-5
FISCAL YEAR 1971

(In millions of dollars)

AGENCY AND FUND	EXPENDITURES FOR HIGHWAYS										GRAND TOTAL EXPENDITURES		
	AUTO- MOTIVE EXCISES	GENERAL FUND AND OTHER FUNDATIONS	TIDDER SALES	OTHER	TOTAL	PAYMENTS TO STATES AND D.C.		PAYMENTS TO LOCAL GOVERN- MENTS	CAPITAL OUTLAY			ADMINIS- TRATION RESEARCH	TOTAL DIRECT
						FEDERAL AID TO HIGHWAYS AND INTER- STATE DEPART- MENTS	FOR RETURN TO LOCAL GOVERN- MENTS		FOR CON- STRUC- TION	TOTAL			
Federal Highway Administration:													
Highway Trust Fund	\$,640.3	-	-	2/ 196.9	5,837.2	2/ 4,788.8	-	6.3	1.2	3.4	86.6	4,889.3	
Forest Highway Funds	-	28.2	-	-	28.2	3.8	-	3.8	5.4	18.8	0.3	28.3	
Public Lands Funds	-	8.7	-	-	8.7	6.7	-	6.7	0.3	1.4	0.3	2.0	
Alaska Outback and Assistance Fund	-	0.8	-	-	0.8	0.2	-	0.2	-	-	0.6	0.8	
Reclamation Funds	-	10.7	-	-	10.7	8.9	-	8.9	0.1	-	1.7	10.7	
Highway and Motor Carrier Safety Funds transferred from other agencies:	-	116.3	-	-	116.3	43.9	80.5	64.4	0.9	-	51.0	116.3	
Forest Service	-	0.4	-	-	0.4	-	-	-	0.4	-	-	0.4	
Park Service	-	9.1	-	-	9.1	-	-	-	1.9	7.0	0.2	9.1	
Appalachian Development Funds	-	145.7	-	-	145.7	145.0	-	-	-	-	0.7	145.7	
Bureau of Land Management	-	10.7	-	-	10.7	-	-	-	1.4	6.6	0.4	10.7	
Department of Defense 2/	-	8.8	-	-	8.8	5.0	-	5.0	0.5	3.1	0.2	8.8	
Other 2/	-	3.6	-	-	3.6	3.0	-	3.0	0.5	1.2	0.2	3.6	
Total Transferred Funds	-	167.6	10.7	-	178.3	131.0	-	131.0	4.7	18.6	1.7	178.3	
Total Funds Administered by FHWA	\$,640.3	328.3	10.7	196.9	6,180.2	5,093.3	20.5	5,093.8	11.6	46.2	144.2	5,234.4	
Forest Service	-	127.0	70.1	0.4	197.5	-	39.4	0.4	-	127.0	39.7	177.5	
National Park Service	-	27.5	-	-	27.5	-	-	-	-	9.5	17.0	27.5	
Bureau of Indian Affairs	-	26.4	-	-	26.4	-	-	-	-	20.4	0.3	26.4	
Bureau of Reclamation	-	4.1	-	-	4.1	0.9	-	0.9	-	3.2	-	4.1	
U.S. Corps of Engineers	-	75.2	-	1.0	76.2	18.9	1.0	19.9	2.0	54.3	-	76.2	
Bureau of Land Management	-	5.3	3.5	2/ 11.7	20.5	9.8	1.9	11.7	3.5	4.1	0.2	20.5	
Housing and Urban Development	-	4.0	-	-	4.0	-	-	-	4.0	-	-	4.0	
Economic Development Administration	-	17.9	-	-	17.9	-	-	-	1.5	12.0	-	17.9	
All others 10/	-	18.2	-	-	18.2	-	-	-	-	-	-	18.2	
Total, other agency Funds	-	265.2	73.6	13.1	351.9	35.3	46.3	77.6	-	230.5	13.5	286.4	
Grand total, All Funds	\$,640.3	638.6	84.3	210.0	6,573.2	5,098.6	66.8	5,101.4	11.6	472.7	145.7	5,684.4	

1/ Federal Highway Administration funds, and payments to States by other agencies are for calendar year. All other expenditures by other agencies are for 1971 fiscal year.

2/ Differences between amounts in this column and those shown on table 39-21 are due to rounding.

3/ Income from Trust Fund investments.

4/ Includes \$89.9 million paid to States for research and planning.

5/ Includes \$10.5 million paid to States for research and planning.

6/ B.I.A., B.L.M., B.R.A., B.R.R., E.R.A., F.H.A., F.H.W.A., Fish and Wildlife Service, H.A.S.A., H.R.A., H.S.A., H.W.A., H.Y.A., I.R.A., I.R.R., I.R.W.A., I.R.Y.A., I.R.Z.A., I.R.Z.Y.A.,

Fishes, etc.

1/ Payments to Puerto Rico.

2/ Excludes Forest Development Trails program considered to be for timber access and forest management.

3/ Income from oil and mineral royalties; grazing fees on public lands.

4/ Bureau of Outdoor Recreation, Civil Defense, Fish and Wildlife Service, N.A.S.A., etc.

1/ Federal Highway Administration funds, and payments to States by other agencies are for calendar year.

2/ Differences between amounts in this column and those shown on table 7B-2 are due to funds.

3/ Includes \$80.9 million paid to States for research and planning.

4/ Does not include work performed within the confines of military reservations.

5/ Drive, Wildlife, Game, Fish, and Wildlife, Bureau of Sport

FUNDS OBLIGATED FOR RELOCATION ASSISTANCE TO FAMILIES AND BUSINESSES

Source: Program Analysis Division
Office of Fiscal Services, FHWA

CALENDAR YEAR 1971

TABLE FR-1
SEPTEMBER 1972

STATE	RELOCATION ASSISTANCE 1/					
	FAMILIES			BUSINESSES		
	NUMBER OF UNITS	TOTAL COST	FEDERAL FUNDS	NUMBER OF UNITS	TOTAL COST	FEDERAL FUNDS
Alabama	239	139,135	85,583	38	240,585	128,440
Alaska	113	744,000	685,554	5	26,500	22,759
Arizona	-	-	-	3	13,000	10,658
California	6,900	6,483,000	5,815,694	349	4,847,200	4,361,804
Colorado	70	175,000	172,269	22	117,000	109,731
Connecticut	27	218,050	153,725	15	366,750	223,425
Florida	115	375,607	351,951	105	138,950	97,202
Georgia	21	45,270	40,743	2	2,555	1,693
Hawaii	2	3,500	1,843	2	13,000	11,700
Idaho	1	1,000	631	3	6,000	5,263
Illinois	147	182,250	135,897	50	98,615	64,913
Indiana	87	181,388	143,975	40	85,955	53,885
Iowa	433	1,202,633	1,168,102	86	350,680	341,946
Kansas	15	39,751	19,875	7	75,300	55,250
Kentucky	25	119,100	95,440	4	12,000	7,694
Maine	78	409,170	360,363	36	83,625	67,807
Maryland	201	247,352	143,137	14	83,650	43,826
Massachusetts	263	762,300	744,400	59	415,600	415,600
Michigan	1,056	493,950	382,529	79	203,779	160,561
Minnesota	91	228,650	203,188	15	35,550	34,635
Mississippi	110	438,500	357,250	13	61,000	48,500
Missouri	276	724,900	599,068	111	474,685	389,008
Montana	334	91,125	88,541	15	65,800	65,293
Nebraska	13	17,177	9,008	2	2,500	1,250
Nevada	2	8,000	7,499	-	-	-
New Hampshire	22	96,940	87,246	1	9,500	9,500
New Mexico	42	947,210	936,623	51	260,071	259,105
New York	46	140,900	123,520	15	127,100	114,480
North Carolina	89	377,449	334,680	19	62,620	39,710
North Dakota	5	8,000	6,070	-	-	-
Ohio	127	125,000	112,500	23	240,000	216,000
Oklahoma	17	44,600	31,756	4	31,540	25,226
Oregon	44	193,985	140,595	47	90,350	61,960
Pennsylvania	290	570,960	167,941	77	1,143,290	749,356
Rhode Island	268	53,600	46,290	78	334,000	273,115
South Carolina	1	5,800	5,800	-	-	-
South Dakota	5	325	296	-	-	-
Tennessee	277	1,001,200	701,160	28	194,200	119,700
Texas	65	55,300	55,300	13	29,400	29,400
Utah	29	50,375	43,820	7	23,675	21,034
Vermont	14	29,021	15,756	8	14,230	7,388
Virginia	66	82,467	64,008	9	64,485	33,404
Washington	93	222,925	202,021	25	112,300	101,768
West Virginia	222	84,900	84,900	21	68,000	68,000
Wisconsin	117	195,830	102,847	42	96,660	50,090
Wyoming	4	20,636	20,551	47	55,700	55,685
Total	12,465	17,638,231	15,049,945	1,590	10,777,400	8,957,864
ABC 2/	2,547	4,775,611	3,574,942	778	2,938,749	2,061,485
Interstate	9,918	12,862,620	11,475,005	812	7,838,651	6,896,383

1/ Excludes cost of advisory assistance.

2/ Federal-aid primary, secondary, urban, rural, TOPICS and urban system.

SUMMARY OF RELOCATION PAYMENTS—1971¹Source: Relocation Assistance Division
Office of Right-of-Way, FHWATABLE FR-2
AUGUST 1972

STATE	MOVING COST			OTHER RELOCATION HOUSING			TRANSIT RELOCATION HOUSING			INCIDENTAL PAYMENTS			TOTAL PAYMENTS		TOTAL DEDUCTIONS	TOTAL PEOPLE
	NUMBER OF UNITS	AMOUNT (1,000)	COST PER UNIT	NUMBER OF UNITS	AMOUNT (1,000)	COST PER UNIT	NUMBER OF UNITS	AMOUNT (1,000)	COST PER UNIT	NUMBER OF UNITS	AMOUNT (1,000)	COST PER UNIT	TOTAL FEDERAL-STATE (1,000)	TOTAL OTHER (1,000)		
Alabama	469	347	\$655	67	\$107	\$1,591	154	\$76	\$494	39	\$5	\$121	\$455	\$400	482	1,404
Alaska	1	37	37	23	10	5,904	18	55	5,904	23	23	1,889	272	120	13	1,404
Arizona	75	27	36	11	11	3,566	10	11	1,094	6	6	1,094	1,092	34	70	1,117
Arkansas	57	27	471	11	4,066	2,777	1,839	1,700	628	-	-	2,573	5,216	2,377	4,293	11,779
California	4,392	1,897	749	14	50	2,086	15	20	1,352	5	1	105	117	88	65	1,187
Colorado	242	339	1,404	14	59	2,640	56	58	1,037	55	55	273	472	96	76	198
Connecticut	163	351	1,081	9	99	1,979	53	47	691	35	35	172	355	240	91	287
Delaware																
Florida	955	391	304	234	480	2,018	100	88	898	485	485	49	685	671	234	811
Georgia	435	1	469	3	11	3,400	11	47	1,555	70	70	1,555	18	18	18	18
Idaho	2	27	1,014	6	22	3,700	9	15	1,722	18	18	1	62	65	30	43
Illinois	467	773	1,721	28	292	2,691	123	106	861	27	7	278	938	347	991	892
Indiana	140	178	1,271	98	65	2,301	49	34	799	166	166	14	83	344	421	120
Iowa	374	141	376	137	396	2,600	130	194	1,152	166	166	14	83	344	421	120
Kansas	202	129	498	110	112	1,258	68	66	962	33	33	3	309	247	109	472
Kentucky	707	535	757	154	180	3,484	255	364	1,408	279	38	137	1,320	159	861	1,690
Louisiana	71	79	546	83	275	4,578	141	169	1,201	10	3	334	694	147	252	750
Maine																
Maryland																
Massachusetts	160	895	5,777	60	474	3,643	200	120	743	58	103	1,089	1,580	296	137	1,497
Michigan	717	630	5,614	129	398	3,003	211	276	1,309	342	1,337	191	1,475	582	533	1,491
Minnesota	393	190	483	95	293	2,975	71	97	1,861	25	42	1,300	272	230	234	591
Mississippi	119	38	323	57	120	2,474	33	29	1,561	25	2	179	219	102	102	334
Missouri	897	397	463	395	685	2,549	250	300	1,201	207	43	208	1,722	188	1,694	2,201
Montana	122	37	304	61	231	3,704	38	65	1,943	133	5	37	338	171	121	282
Nebraska	67	95	1,415	13	3,213	14	19	1,901	2	2	1,901	155	155	58	47	98
New Hampshire																
New Jersey	517	54	501	32	145	4,518	58	29	1,045	89	13	147	241	81	160	115
New Mexico	531	985	1,107	230	767	3,336	469	573	1,220	49	6	116	1,931	295	489	1,399
New York	896	1,137	1,335	195	417	2,767	212	212	1,087	3	1	162	1,947	201	1,746	1,999
North Carolina	29	70	295	52	154	2,071	69	64	928	421	12	38	300	101	199	195
Ohio	960	556	598	247	777	3,144	361	467	1,127	141	11	280	1,721	1,129	592	868
Oklahoma	290	75	259	40	47	1,419	115	112	974	127	3	24	235	12	217	593
Oregon																
Pennsylvania	693	375	541	227	265	1,252	104	190	930	259	69	267	919	817	634	1,662
Rhode Island	1,339	1,110	801	466	1,895	2,692	608	693	1,140	1,295	673	949	3,941	2,991	1,599	995
South Carolina	116	3	1,796	1	114	2,703	26	34	1,293	3	5	143	180	10	98	186
South Dakota	48	20	182	4	8	2,434	28	23	886	1	-	36	1,437	72	31	48
Texas	796	650	798	191	446	2,035	795	253	896	-	-	-	1,437	72	688	2,037
Utah	984	479	197	156	168	2,491	273	254	930	209	16	75	1,237	357	880	1,967
Vermont	78	47	603	38	103	3,733	12	12	920	27	2	74	166	78	88	183
Virginia	774	994	559	34	669	3,447	232	233	1,009	699	10	10	1,206	165	58	1,654
Washington	1,130	728	644	334	1,174	3,651	120	347	1,053	523	32	61	2,381	1,172	1,194	3,573
West Virginia																
Wisconsin	963	973	977	109	377	2,008	291	303	760	48	93	997	27	6	910	989
Wyoming	25	16	711	3	2	2,138	1	2	1,900	3	-	25	16	16	3	2
Wyoming	13	13	353	1	3	3,196	1	1	1,900	1	-	-	16	16	1	3
Total	22,871	81,790	\$484	6,473	\$18,669	\$4,787	8,373	\$5,642	\$1,013	9,013	\$1,680	\$196	\$43,701	\$3,719	12,002	50,343

1/ This information is included in right-of-way costs reported in table FR-4C.

2/ Total disbursements during year differ from cost data due to fee in claims.

3/ Does not have law complying with chapter 5, Title 23, U.S.C.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

INDEBTED, FUND OR PROGRAM	AMOUNT OR PROPORTION	QUANTITY OF CONTRIBUTION	DETAILS OF CONTRIBUTION
Federal Highway Trust Fund	Twice specified		
Internal Revenue Service	Amount required		For gasoline, lubrication, and development of outdoor recreation areas and facilities (U.S.C. 185-313)
Bureau of Outdoor Recreation	Amount on nonmotorboat gas		Subject to appropriation for purposes given below:
Land and Water Conservation Fund	<u>Reimbursable</u>		
	\$1,100,000,000		To reimburse the States, the District of Columbia, and Puerto Rico for the Federal-aid projects which may be used to pay up to half the cost of improvements, except in States containing 5 percent or more of public land areas where projects may be expended without matching on projects to eliminate railway-highway crossings (U.S.C. 185-310) and for the purchase of land and other projects (U.S.C. 185-311) for the purpose of eliminating the Federal-aid primary system (U.S.C. 185-312) and for the purpose of eliminating the Federal-aid secondary system (U.S.C. 185-313). (U.S.C. 185-314) Reimbursement costs must be borne by the States (U.S.C. 185-315).
U.S. Department of Transportation	\$25,000,000		For projects on the Federal-aid primary system in rural and urban areas. System limited to 7 percent, plus 1 percent increments under certain circumstances, of the total existing highway mileage within the State in 1971. (U.S.C. 185-316)
Federal-aid Primary Funds	\$495,000,000		
Federal-aid Secondary Funds	\$130,000,000		For projects on the Federal-aid secondary system. This system may comprise Federal-aid primary system, Federal-aid secondary system, or both. Projects may be on the Federal-aid primary system. The secondary system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid secondary system and the Federal-aid primary system. (U.S.C. 185-317)
Federal-aid Urban Funds	\$75,000,000		For projects on the Federal-aid urban system. This system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid urban system and the Federal-aid primary system. (U.S.C. 185-318)
Federal-aid Interstate System	\$4,050,000,000		For projects on the Federal-aid interstate system. This system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid interstate system and the Federal-aid primary system. (U.S.C. 185-319)
Federal-aid Urban System	\$100,000,000		For projects on the Federal-aid urban system in each urbanized area. This system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid urban system and the Federal-aid primary system. (U.S.C. 185-320)
Emergency Relief	Amount authorization \$20,000,000		For projects on the Federal-aid emergency relief system. This system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid emergency relief system and the Federal-aid primary system. (U.S.C. 185-321)
Bridges on Federal Dues	Amount required		For projects on the Federal-aid bridge system. This system may be extended into urban areas, subject to the condition that such extension pass through the State area of contact between the Federal-aid bridge system and the Federal-aid primary system. (U.S.C. 185-322)

U.S. Department of Transportation, Federal Highway Administration

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

[illegible]U.S. Department of Commerce, Economic Bureau
(Continued)

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	COUNTRY OF JURISDICTION	REMARKS
U.S. Department of Commerce Economic Development Administration (Continued)			
Redevelopment Areas	\$48,560,000	To assist economic development districts in public works and development projects, including the construction of highways, bridges, and other public works programs, with an overall 50 percent Federal participation ceiling (P.L. 90-135, Title IV)	
Technical Assistance	\$27,468,000	Assistance in project planning and feasibility studies, which may include participation in the design and construction of highways, bridges, and other public works such as highway planning and research grants authorized under the Federal-Aid Highway Act of 1952 (49 Stat. 966)	
Regional Action Planning Commission	\$48,791,000	To provide technical assistance to Regional Commissions created to develop and coordinate highway planning and research grants authorized under the Federal-Aid Highway Act of 1952 (49 Stat. 966)	
Appalachian Regional Commission	Total Authorization: \$1,035,000,000	To assist in the construction of, and not to exceed 2,700 miles of the Appalachian Development Highway System, and not to exceed 1,600 miles of local access roads in the Appalachian region, including the States of Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and parts of the following States: Arkansas, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee and Virginia.	Federal assistance is not to exceed 70 percent of the project costs. The Appalachian Development Highway System is to be included in the Federal-aid program. Federal assistance will be maintained by the States. Funds are transferred to State for expenditure.
U.S. Department of the Interior Bureau of Land Management Wilderness Management Mineral Leasing Act	37-1/2 percent of receipts (50 percent in Alaska)	Paid to States for maintenance of public roads or for the support of public schools. Where a portion is applied for road purposes, the amounts are shown below: (1) U.S.C. 151; (2) U.S.C. 152; (3) U.S.C. 153; (4) U.S.C. 154; (5) U.S.C. 155; (6) U.S.C. 156; (7) U.S.C. 157; (8) U.S.C. 158; (9) U.S.C. 159; (10) U.S.C. 160; (11) U.S.C. 161; (12) U.S.C. 162; (13) U.S.C. 163; (14) U.S.C. 164; (15) U.S.C. 165; (16) U.S.C. 166; (17) U.S.C. 167; (18) U.S.C. 168; (19) U.S.C. 169; (20) U.S.C. 170; (21) U.S.C. 171; (22) U.S.C. 172; (23) U.S.C. 173; (24) U.S.C. 174; (25) U.S.C. 175; (26) U.S.C. 176; (27) U.S.C. 177; (28) U.S.C. 178; (29) U.S.C. 179; (30) U.S.C. 180; (31) U.S.C. 181; (32) U.S.C. 182; (33) U.S.C. 183; (34) U.S.C. 184; (35) U.S.C. 185; (36) U.S.C. 186; (37) U.S.C. 187; (38) U.S.C. 188; (39) U.S.C. 189; (40) U.S.C. 190; (41) U.S.C. 191; (42) U.S.C. 192; (43) U.S.C. 193; (44) U.S.C. 194; (45) U.S.C. 195; (46) U.S.C. 196; (47) U.S.C. 197; (48) U.S.C. 198; (49) U.S.C. 199; (50) U.S.C. 200; (51) U.S.C. 201; (52) U.S.C. 202; (53) U.S.C. 203; (54) U.S.C. 204; (55) U.S.C. 205; (56) U.S.C. 206; (57) U.S.C. 207; (58) U.S.C. 208; (59) U.S.C. 209; (60) U.S.C. 210; (61) U.S.C. 211; (62) U.S.C. 212; (63) U.S.C. 213; (64) U.S.C. 214; (65) U.S.C. 215; (66) U.S.C. 216; (67) U.S.C. 217; (68) U.S.C. 218; (69) U.S.C. 219; (70) U.S.C. 220; (71) U.S.C. 221; (72) U.S.C. 222; (73) U.S.C. 223; (74) U.S.C. 224; (75) U.S.C. 225; (76) U.S.C. 226; (77) U.S.C. 227; (78) U.S.C. 228; (79) U.S.C. 229; (80) U.S.C. 230; (81) U.S.C. 231; (82) U.S.C. 232; (83) U.S.C. 233; (84) U.S.C. 234; (85) U.S.C. 235; (86) U.S.C. 236; (87) U.S.C. 237; (88) U.S.C. 238; (89) U.S.C. 239; (90) U.S.C. 240; (91) U.S.C. 241; (92) U.S.C. 242; (93) U.S.C. 243; (94) U.S.C. 244; (95) U.S.C. 245; (96) U.S.C. 246; (97) U.S.C. 247; (98) U.S.C. 248; (99) U.S.C. 249; (100) U.S.C. 250; (101) U.S.C. 251; (102) U.S.C. 252; (103) U.S.C. 253; (104) U.S.C. 254; (105) U.S.C. 255; (106) U.S.C. 256; (107) U.S.C. 257; (108) U.S.C. 258; (109) U.S.C. 259; (110) U.S.C. 260; (111) U.S.C. 261; (112) U.S.C. 262; (113) U.S.C. 263; (114) U.S.C. 264; (115) U.S.C. 265; (116) U.S.C. 266; (117) U.S.C. 267; (118) U.S.C. 268; (119) U.S.C. 269; (120) U.S.C. 270; (121) U.S.C. 271; (122) U.S.C. 272; (123) U.S.C. 273; (124) U.S.C. 274; (125) U.S.C. 275; (126) U.S.C. 276; (127) U.S.C. 277; (128) U.S.C. 278; (129) U.S.C. 279; (130) U.S.C. 280; (131) U.S.C. 281; (132) U.S.C. 282; (133) U.S.C. 283; (134) U.S.C. 284; (135) U.S.C. 285; (136) U.S.C. 286; (137) U.S.C. 287; (138) U.S.C. 288; (139) U.S.C. 289; (140) U.S.C. 290; (141) U.S.C. 291; (142) U.S.C. 292; (143) U.S.C. 293; (144) U.S.C. 294; (145) U.S.C. 295; (146) U.S.C. 296; (147) U.S.C. 297; (148) U.S.C. 298; (149) U.S.C. 299; (150) U.S.C. 300; (151) U.S.C. 301; (152) U.S.C. 302; (153) U.S.C. 303; (154) U.S.C. 304; (155) U.S.C. 305; (156) U.S.C. 306; (157) U.S.C. 307; (158) U.S.C. 308; (159) U.S.C. 309; (160) U.S.C. 310; (161) U.S.C. 311; (162) U.S.C. 312; (163) U.S.C. 313; (164) U.S.C. 314; (165) U.S.C. 315; (166) U.S.C. 316; (167) U.S.C. 317; (168) U.S.C. 318; (169) U.S.C. 319; (170) U.S.C. 320; (171) U.S.C. 321; (172) U.S.C. 322; (173) U.S.C. 323; (174) U.S.C. 324; (175) U.S.C. 325; (176) U.S.C. 326; (177) U.S.C. 327; (178) U.S.C. 328; (179) U.S.C. 329; (180) U.S.C. 330; (181) U.S.C. 331; (182) U.S.C. 332; (183) U.S.C. 333; (184) U.S.C. 334; (185) U.S.C. 335; (186) U.S.C. 336; (187) U.S.C. 337; (188) U.S.C. 338; (189) U.S.C. 339; (190) U.S.C. 340; (191) U.S.C. 341; (192) U.S.C. 342; (193) U.S.C. 343; (194) U.S.C. 344; (195) U.S.C. 345; (196) U.S.C. 346; (197) U.S.C. 347; (198) U.S.C. 348; (199) U.S.C. 349; (200) U.S.C. 350; (201) U.S.C. 351; (202) U.S.C. 352; (203) U.S.C. 353; (204) U.S.C. 354; (205) U.S.C. 355; (206) U.S.C. 356; (207) U.S.C. 357; (208) U.S.C. 358; (209) U.S.C. 359; (210) U.S.C. 360; (211) U.S.C. 361; (212) U.S.C. 362; (213) U.S.C. 363; (214) U.S.C. 364; (215) U.S.C. 365; (216) U.S.C. 366; (217) U.S.C. 367; (218) U.S.C. 368; (219) U.S.C. 369; (220) U.S.C. 370; (221) U.S.C. 371; (222) U.S.C. 372; (223) U.S.C. 373; (224) U.S.C. 374; (225) U.S.C. 375; (226) U.S.C. 376; (227) U.S.C. 377; (228) U.S.C. 378; (229) U.S.C. 379; (230) U.S.C. 380; (231) U.S.C. 381; (232) U.S.C. 382; (233) U.S.C. 383; (234) U.S.C. 384; (235) U.S.C. 385; (236) U.S.C. 386; (237) U.S.C. 387; (238) U.S.C. 388; (239) U.S.C. 389; (240) U.S.C. 390; (241) U.S.C. 391; (242) U.S.C. 392; (243) U.S.C. 393; (244) U.S.C. 394; (245) U.S.C. 395; (246) U.S.C. 396; (247) U.S.C. 397; (248) U.S.C. 398; (249) U.S.C. 399; (250) U.S.C. 400; (251) U.S.C. 401; (252) U.S.C. 402; (253) U.S.C. 403; (254) U.S.C. 404; (255) U.S.C. 405; (256) U.S.C. 406; (257) U.S.C. 407; (258) U.S.C. 408; (259) U.S.C. 409; (260) U.S.C. 410; (261) U.S.C. 411; (262) U.S.C. 412; (263) U.S.C. 413; (264) U.S.C. 414; (265) U.S.C. 415; (266) U.S.C. 416; (267) U.S.C. 417; (268) U.S.C. 418; (269) U.S.C. 419; (270) U.S.C. 420; (271) U.S.C. 421; (272) U.S.C. 422; (273) U.S.C. 423; (274) U.S.C. 424; (275) U.S.C. 425; (276) U.S.C. 426; (277) U.S.C. 427; (278) U.S.C. 428; (279) U.S.C. 429; (280) U.S.C. 430; (281) U.S.C. 431; (282) U.S.C. 432; (283) U.S.C. 433; (284) U.S.C. 434; (285) U.S.C. 435; (286) U.S.C. 436; (287) U.S.C. 437; (288) U.S.C. 438; (289) U.S.C. 439; (290) U.S.C. 440; (291) U.S.C. 441; (292) U.S.C. 442; (293) U.S.C. 443; (294) U.S.C. 444; (295) U.S.C. 445; (296) U.S.C. 446; (297) U.S.C. 447; (298) U.S.C. 448; (299) U.S.C. 449; (300) U.S.C. 450; (301) U.S.C. 451; (302) U.S.C. 452; (303) U.S.C. 453; (304) U.S.C. 454; (305) U.S.C. 455; (306) U.S.C. 456; (307) U.S.C. 457; (308) U.S.C. 458; (309) U.S.C. 459; (310) U.S.C. 460; (311) U.S.C. 461; (312) U.S.C. 462; (313) U.S.C. 463; (314) U.S.C. 464; (315) U.S.C. 465; (316) U.S.C. 466; (317) U.S.C. 467; (318) U.S.C. 468; (319) U.S.C. 469; (320) U.S.C. 470; (321) U.S.C. 471; (322) U.S.C. 472; (323) U.S.C. 473; (324) U.S.C. 474; (325) U.S.C. 475; (326) U.S.C. 476; (327) U.S.C. 477; (328) U.S.C. 478; (329) U.S.C. 479; (330) U.S.C. 480; (331) U.S.C. 481; (332) U.S.C. 482; (333) U.S.C. 483; (334) U.S.C. 484; (335) U.S.C. 485; (336) U.S.C. 486; (337) U.S.C. 487; (338) U.S.C. 488; (339) U.S.C. 489; (340) U.S.C. 490; (341) U.S.C. 491; (342) U.S.C. 492; (343) U.S.C. 493; (344) U.S.C. 494; (345) U.S.C. 495; (346) U.S.C. 496; (347) U.S.C. 497; (348) U.S.C. 498; (349) U.S.C. 499; (350) U.S.C. 500; (351) U.S.C. 501; (352) U.S.C. 502; (353) U.S.C. 503; (354) U.S.C. 504; (355) U.S.C. 505; (356) U.S.C. 506; (357) U.S.C. 507; (358) U.S.C. 508; (359) U.S.C. 509; (360) U.S.C. 510; (361) U.S.C. 511; (362) U.S.C. 512; (363) U.S.C. 513; (364) U.S.C. 514; (365) U.S.C. 515; (366) U.S.C. 516; (367) U.S.C. 517; (368) U.S.C. 518; (369) U.S.C. 519; (370) U.S.C. 520; (371) U.S.C. 521; (372) U.S.C. 522; (373) U.S.C. 523; (374) U.S.C. 524; (375) U.S.C. 525; (376) U.S.C. 526; (377) U.S.C. 527; (378) U.S.C. 528; (379) U.S.C. 529; (380) U.S.C. 530; (381) U.S.C. 531; (382) U.S.C. 532; (383) U.S.C. 533; (384) U.S.C. 534; (385) U.S.C. 535; (386) U.S.C. 536; (387) U.S.C. 537; (388) U.S.C. 538; (389) U.S.C. 539; (390) U.S.C. 540; (391) U.S.C. 541; (392) U.S.C. 542; (393) U.S.C. 543; (394) U.S.C. 544; (395) U.S.C. 545; (396) U.S.C. 546; (397) U.S.C. 547; (398) U.S.C. 548; (399) U.S.C. 549; (400) U.S.C. 550; (401) U.S.C. 551; (402) U.S.C. 552; (403) U.S.C. 553; (404) U.S.C. 554; (405) U.S.C. 555; (406) U.S.C. 556; (407) U.S.C. 557; (408) U.S.C. 558; (409) U.S.C. 559; (410) U.S.C. 560; (411) U.S.C. 561; (412) U.S.C. 562; (413) U.S.C. 563; (414) U.S.C. 564; (415) U.S.C. 565; (416) U.S.C. 566; (417) U.S.C. 567; (418) U.S.C. 568; (419) U.S.C. 569; (420) U.S.C. 570; (421) U.S.C. 571; (422) U.S.C. 572; (423) U.S.C. 573; (424) U.S.C. 574; (425) U.S.C. 575; (426) U.S.C. 576; (427) U.S.C. 577; (428) U.S.C. 578; (429) U.S.C. 579; (430) U.S.C. 580; (431) U.S.C. 581; (432) U.S.C. 582; (433) U.S.C. 583; (434) U.S.C. 584; (435) U.S.C. 585; (436) U.S.C. 586; (437) U.S.C. 587; (438) U.S.C. 588; (439) U.S.C. 589; (440) U.S.C. 590; (441) U.S.C. 591; (442) U.S.C. 592; (443) U.S.C. 593; (444) U.S.C. 594; (445) U.S.C. 595; (446) U.S.C. 596; (447) U.S.C. 597; (448) U.S.C. 598; (449) U.S.C. 599; (450) U.S.C. 600; (451) U.S.C. 601; (452) U.S.C. 602; (453) U.S.C. 603; (454) U.S.C. 604; (455) U.S.C. 605; (456) U.S.C. 606; (457) U.S.C. 607; (458) U.S.C. 608; (459) U.S.C. 609; (460) U.S.C. 610; (461) U.S.C. 611; (462) U.S.C. 612; (463) U.S.C. 613; (464) U.S.C. 614; (465) U.S.C. 615; (466) U.S.C. 616; (467) U.S.C. 617; (468) U.S.C. 618; (469) U.S.C. 619; (470) U.S.C. 620; (471) U.S.C. 621; (472) U.S.C. 622; (473) U.S.C. 623; (474) U.S.C. 624; (475) U.S.C. 625; (476) U.S.C. 626; (477) U.S.C. 627; (478) U.S.C. 628; (479) U.S.C. 629; (480) U.S.C. 630; (481) U.S.C. 631; (482) U.S.C. 632; (483) U.S.C. 633; (484) U.S.C. 634; (485) U.S.C. 635; (486) U.S.C. 636; (487) U.S.C. 637; (488) U.S.C. 638; (489) U.S.C. 639; (490) U.S.C. 640; (491) U.S.C. 641; (492) U.S.C. 642; (493) U.S.C. 643; (494) U.S.C. 644; (495) U.S.C. 645; (496) U.S.C. 646; (497) U.S.C. 647; (498) U.S.C. 648; (499) U.S.C. 649; (500) U.S.C. 650; (501) U.S.C. 651; (502) U.S.C. 652; (503) U.S.C. 653; (504) U.S.C. 654; (505) U.S.C. 655; (506) U.S.C. 656; (507) U.S.C. 657; (508) U.S.C. 658; (509) U.S.C. 659; (510) U.S.C. 660; (511) U.S.C. 661; (512) U.S.C. 662; (513) U.S.C. 663; (514) U.S.C. 664; (515) U.S.C. 665; (516) U.S.C. 666; (517) U.S.C. 667; (518) U.S.C. 668; (519) U.S.C. 669; (520) U.S.C. 670; (521) U.S.C. 671; (522) U.S.C. 672; (523) U.S.C. 673; (524) U.S.C. 674; (525) U.S.C. 675; (526) U.S.C. 676; (527) U.S.C. 677; (528) U.S.C. 678; (529) U.S.C. 679; (530) U.S.C. 680; (531) U.S.C. 681; (532) U.S.C. 682; (533) U.S.C. 683; (534) U.S.C. 684; (535) U.S.C. 685; (536) U.S.C. 686; (537) U.S.C. 687; (538) U.S.C. 688; (539) U.S.C. 689; (540) U.S.C. 690; (541) U.S.C. 691; (542) U.S.C. 692; (543) U.S.C. 693; (544) U.S.C. 694; (545) U.S.C. 695; (546) U.S.C. 696; (547) U.S.C. 697; (548) U.S.C. 698; (549) U.S.C. 699; (550) U.S.C. 700; (551) U.S.C. 701; (552) U.S.C. 702; (553) U.S.C. 703; (554) U.S.C. 704; (555) U.S.C. 705; (556) U.S.C. 706; (557) U.S.C. 707; (558) U.S.C. 708; (559) U.S.C. 709; (560) U.S.C. 710; (561) U.S.C. 711; (562) U.S.C. 712; (563) U.S.C. 713; (564) U.S.C. 714; (565) U.S.C. 715; (566) U.S.C. 716; (567) U.S.C. 717; (568) U.S.C. 718; (569) U.S.C. 719; (570) U.S.C. 720; (571) U.S.C. 721; (572) U.S.C. 722; (573) U.S.C. 723; (574) U.S.C. 724; (575) U.S.C. 725; (576) U.S.C. 726; (577) U.S.C. 727; (578) U.S.C. 728; (579) U.S.C. 729; (580) U.S.C. 730; (581) U.S.C. 731; (582) U.S.C. 732; (583) U.S.C. 733; (584) U.S.C. 734; (585) U.S.C. 735; (586) U.S.C. 736; (587) U.S.C. 737; (588) U.S.C. 738; (589) U.S.C. 739; (590) U.S.C. 740; (591) U.S.C. 741; (592) U.S.C. 742; (593) U.S.C. 743; (594) U.S.C. 744; (595) U.S.C. 745; (596) U.S.C. 746; (597) U.S.C. 747; (598) U.S.C. 748; (599) U.S.C. 749; (600) U.S.C. 750; (601) U.S.C. 751; (602) U.S.C. 752; (603) U.S.C. 753; (604) U.S.C. 754; (605) U.S.C. 755; (606) U.S.C. 756; (607) U.S.C. 757; (608) U.S.C. 758; (609) U.S.C. 759; (610) U.S.C. 760; (611) U.S.C. 761; (612) U.S.C. 762; (613) U.S.C. 763; (614) U.S.C. 764; (615) U.S.C. 765; (616) U.S.C. 766; (617) U.S.C. 767; (618) U.S.C. 768; (619) U.S.C. 769; (620) U.S.C. 770; (621) U.S.C. 771; (622) U.S.C. 772; (623) U.S.C. 773; (624) U.S.C. 774; (625) U.S.C. 775; (626) U.S.C. 776; (627) U.S.C. 777; (628) U.S.C. 778; (629) U.S.C. 779; (630) U.S.C. 780; (631) U.S.C. 781; (632) U.S.C. 782; (633) U.S.C. 783; (634) U.S.C. 784; (635) U.S.C. 785; (636) U.S.C. 786; (637) U.S.C. 787; (638) U.S.C. 788; (639) U.S.C. 789; (640) U.S.C. 790; (641) U.S.C. 791; (642) U.S.C. 792; (643) U.S.C. 793; (644) U.S.C. 794; (645) U.S.C. 795; (646) U.S.C. 796; (647) U.S.C. 797; (648) U.S.C. 798; (649) U.S.C. 799; (650) U.S.C. 800; (651) U.S.C. 801; (652) U.S.C. 802; (653) U.S.C. 803; (654) U.S.C. 804; (655) U.S.C. 805; (656) U.S.C. 806; (657) U.S.C. 807; (658) U.S.C. 808; (659) U.S.C. 809; (660) U.S.C. 810; (661) U.S.C. 811; (662) U.S.C. 812; (663) U.S.C. 813; (664) U.S.C. 814; (665) U.S.C. 815; (666) U.S.C. 816; (667) U.S.C. 817; (668) U.S.C. 818; (669) U.S.C. 819; (670) U.S.C. 820; (671) U.S.C. 821; (672) U.S.C. 822; (673) U.S.C. 823; (674) U.S.C. 824; (675) U.S.C. 825; (676) U.S.C. 826; (677) U.S.C. 827; (678) U.S.C. 828; (679) U.S.C. 829; (680) U.S.C. 830; (681) U.S.C. 831; (682) U.S.C. 832; (683) U.S.C. 833; (684) U.S.C. 834; (685) U.S.C. 835; (686) U.S.C. 836; (687) U.S.C. 837; (688) U.S.C. 838; (689) U.S.C. 839; (690) U.S.C. 840; (691) U.S.C. 841; (692) U.S.C. 842; (693) U.S.C. 843; (694) U.S.C. 844; (695) U.S.C. 845; (696) U.S.C. 846; (697) U.S.C. 847; (698) U.S.C. 848; (699) U.S.C. 849; (700) U.S.C. 850; (701) U.S.C. 851; (702) U.S.C. 852; (703) U.S.C. 853; (704) U.S.C. 854; (705) U.S.C. 855; (706) U.S.C. 856; (707) U.S.C. 857; (708) U.S.C. 858; (709) U.S.C. 859; (710) U.S.C. 860; (711) U.S.C. 861; (712) U.S.C. 862; (713) U.S.C. 863; (714) U.S.C. 864; (715) U.S.C. 865; (716) U.S.C. 866; (717) U.S.C. 867; (718) U.S.C. 868; (719) U.S.C. 869; (720) U.S.C. 870; (721) U.S.C. 871; (722) U.S.C. 872; (723) U.S.C. 873; (724) U.S.C. 874; (725) U.S.C. 875; (726) U.S.C. 876; (727) U.S.C. 877; (728) U.S.C. 878; (729) U.S.C. 879; (730) U.S.C. 880; (731) U.S.C. 881; (732) U.S.C. 882; (733) U.S.C. 883; (734) U.S.C. 884; (735) U.S.C. 885; (736) U.S.C. 886; (737) U.S.C. 887; (738) U.S.C. 888; (739) U.S.C. 889; (740) U.S.C. 890; (741) U.S.C. 891; (742) U.S.C. 892; (743) U.S.C. 893; (744) U.S.C. 894; (745) U.S.C. 895; (746) U.S.C. 896; (747) U.S.C. 897; (748) U.S.C. 898; (749) U.S.C. 899; (750) U.S.C. 900; (751) U.S.C. 901; (752) U.S.C. 902; (753) U.S.C. 903; (754) U.S.C. 904; (755) U.S.C. 905; (756) U.S.C. 906; (757) U.S.C. 907; (758) U.S.C. 908; (759) U.S.C. 909; (760) U.S.C. 910; (761) U.S.C. 911; (762) U.S.C. 912; (763) U.S.C. 913; (764) U.S.C. 914; (765) U.S.C. 915; (766) U.S.C. 916; (767) U.S.C. 917; (768) U.S.C. 918; (769) U.S.C. 919; (770) U.S.C. 920; (771) U.S.C. 921; (772) U.S.C. 922; (773) U.S.C. 923; (774) U.S.C. 924; (775) U.S.C. 925; (776) U.S.C. 926; (777) U.S.C. 927; (778) U.S.C. 928; (779) U.S.C. 929; (780) U.S.C. 930; (781) U.S.C. 931; (782) U.S.C. 932; (783) U.S.C. 933; (784) U.S.C. 934; (785) U.S.C. 935; (786) U.S.C. 936; (787) U.S.C. 937; (788) U.S.C. 938; (789) U.S.C. 939; (790) U.S.C. 940; (791) U.S.C. 941; (792) U.S.C. 942; (793) U.S.C. 943; (794) U.S.C. 944; (795) U.S.C. 945; (796) U.S.C. 946; (797) U.S.C. 947; (798) U.S.C. 948; (799) U.S.C. 949; (800) U.S.C. 95	

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE 7-106
Continued
Effective January 1, 1972

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of the Interior (Continued)			
Bureau of Reclamation		Construction and relocation of roads and bridges where affected by reclamation projects	In some instances funds are paid in reimbursement to State and local governments for the cost of projects.
Bureau of Indian Affairs		Maintenance of roads within Indian reservations.	Estimated 1973 program: \$6,396,000. There are 21,654 miles in the Indian Bureau road system.
		Construction and improvement of Indian reservation bridges and roads.	A small amount of engineering supervision is provided by BIA as a reimbursable basis.
Bureau of Sport Fisheries and Wildlife			
Subsistence Lands	1973 Authorization: \$4,000,000	Paid to counties in which such land is situated for school and road purposes. (16 U.S.C. 1032)	Derived chiefly from grazing fees and mineral leases.
Migratory Bird Conservation Act	25 percent of receipts	Paid to counties in which refuge are located for school and road purposes. (16 U.S.C. 7154)	25 percent of sales from waterfowl products or 0.75 percent of value of acquired land, whichever is greater. Estimated 1973 payment: \$1,087,000.
Bureau of Outdoor Recreation	Appropriation	Paid to States for park and recreation development, including access and scenic road construction.	Matched 50 percent by State and/or local governments. 1973 program: \$125,000,000.
U.S. Department of Agriculture			
Forest Service			
Forest Development Roads and Trails	1973 Authorization: \$10,000,000	For construction, reconstruction, and maintenance of timber access roads, general purpose roads, and all-purpose trails within and adjacent to national forests, national forest lands, and other lands under management, including fire control facilities on such roads. (24 U.S.C. 263, 265)	Funds are allocated according to the relative needs of the various national forests, considering existing transportation facilities, value of timber or other products, and the relative needs of the forest for management and for trail construction. (24 U.S.C. 263)
Forest Reserve Fund	10 percent of receipts	Weged with funds provided above for Forest Development Roads and Trails, and obligated for same purposes. Estimated 1973 program to be financed from merged timber construction and reconstruction of roads and trails: \$13,713,000; maintenance: \$45,185,000.	Receipts are derived from timber sales, grazing fees, and other charges for use of the national forest. (16 U.S.C. 501) Estimated 1973 amount: \$34,880,000.
Federal Highway Administration			
National Grants		Reimbursement for survey, plan, and supervision of construction at request of the Forest Service	Estimated 1973 requirement: \$60,000.
Forest Reserve Fund	Amount required from above funds	Paid to counties in which such land is situated, for school and road purposes. (7 U.S.C. 1022)	Derived chiefly from grazing fees and mineral leases. Estimated 1973 payments: \$59,000.
	25 percent of receipts	Insured to States and used for the benefit of schools and roads within counties having national forest land. (Id U.S.C. 500)	Estimated 1973 payments: \$85,640,000.
	50 percent	Allocated to the following areas to counties for roads, unless otherwise specified.	States notified from this listing either a) receive no monies, b) receive insignificant amounts, or c) require none of the receipts to be used for roads.
Alabama	75 percent	For roads.	
Alaska	75 percent	For roads.	
Arizona	25 percent	For schools and roads. Segregation not specified.	
California	50 percent	For schools and roads. Segregation not specified.	
Colorado	All percent	For schools and roads. Segregation not specified.	
Connecticut	50 percent	For roads.	
Delaware	70 percent	For roads.	
Florida	50 percent	For roads.	
Georgia	50 percent	For roads.	
Idaho	70 percent	For schools and roads. Segregation not specified.	
Illinois	50 percent	For roads.	
Indiana	50 percent	For roads.	
Iowa	50 percent	For roads.	
Kansas	50 percent	For roads.	
Michigan	All	For schools and roads. Segregation not specified.	
Minnesota	50 percent	For roads.	
Mississippi	25 percent	For schools and roads. Segregation not specified.	
Missouri	50 percent	For roads.	
Montana	50 percent	For roads.	
Nebraska	50 percent	For roads.	
Nevada	All	For roads.	
New Hampshire	50 percent	For roads.	
New Mexico	70 percent	For roads.	
New York	75 percent	For roads.	
Oregon	75 percent	For roads.	
Pennsylvania	75 percent	For roads.	
Rhode Island	All percent	For schools and roads. Segregation not specified.	
South Carolina	All percent	For schools and roads. Segregation not specified.	
Tennessee	All percent	For schools and roads. Segregation not specified.	
Texas	50 percent	For roads.	

U.S. Department of Agriculture, Forest Service, Forest Reserve Fund (Continued)

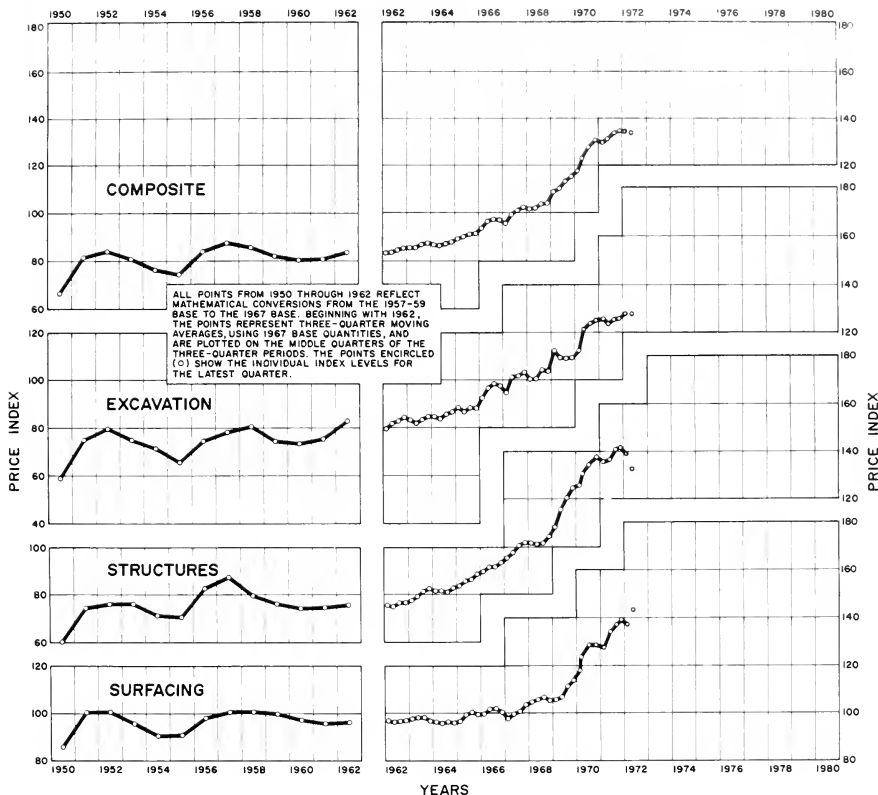
PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE P-106
PART 5 OF 5
EXPIRATIVE JANUARY 1, 1972

EXERCISES, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Agriculture Forest Reserve Fund Forest Service (Continued)			
Alabama	All	For schools and roads	Paid to State Road Commission for secondary roads.
Arkansas	50 percent	Segregation not specified.	
California	All	For schools and roads	
Georgia	50 percent	Segregation not specified.	
Illinois	All	For schools and roads	
Massachusetts	50 percent	Segregation not specified.	
Michigan	All	For schools and roads	
Minnesota	50 percent	Segregation not specified.	
Missouri	All	For schools and roads	
Nebraska	50 percent	Segregation not specified.	
North Dakota	All	For schools and roads	
South Dakota	50 percent	Segregation not specified.	
Texas	All	For schools and roads	
U.S. Department of Defense Corps of Engineers Control Act of 1954	75 percent of receipts	For public schools, roads or other expense of county government. (13 U.S.C. 101-1) Where the entry is given for States where amounts are insignificant, above below. (No entry is given for States where amounts are insignificant.)	Funds received from lease of Federal lands required for flood control, navigation, and related purposes. Paid to States in which such property is situated. 1971 estimate: \$3,000,000.
Alabama	50 percent	For roads.	
Arkansas	50 percent	For roads.	
California	50 percent	For roads.	
Georgia	50 percent	For roads.	
Illinois	All	For schools and roads.	
Massachusetts	50 percent	For roads.	
Michigan	All	For schools and roads.	
Minnesota	50 percent	For roads.	
Missouri	All	For schools and roads.	
Nebraska	50 percent	For roads.	
North Dakota	All	For schools and roads.	
South Dakota	50 percent	For roads.	
Texas	All	For schools and roads.	
Civil Works Projects	Amount required	Costs of relocating and reconstructing roads and bridges as a result of flood control, navigation, and allied projects.	
Alteration of Bridges over Navigable Waters	Amount required	Costs of alterations and improvements, where to remove obstacles to navigation and to meet increasing traffic volume and highway traffic. (13 U.S.C. 360-7)	
Military Construction, Army	Appropriation	Construction of military and defense access roads, etc.	Some funds are paid to State highway departments or local governments in reimbursement for work performed under agreement. Share of cost limited as prescribed by Statute. 1971 estimate: \$6,500,000. All transferred for expenditure by Federal Highway Administration.
Military Construction, Navy	Appropriation	Construction of access roads, naval installation roads, etc.	1971 estimate: \$1,000,000. All transferred for expenditure by Federal Highway Administration.
Military Construction, Air Force	Appropriation	Construction of access roads, military installation of the Air Force.	1971 estimate: \$1,000,000. All transferred for expenditure by Federal Highway Administration.

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION¹

1967 = 100



^{1/} Detailed information is available from the Federal Highway Administration in its quarterly publication "Price Trends for Federal-aid Highway Construction," prepared by Construction and Maintenance Division, Office of Highway Operations, FHWA.

DISTRIBUTION OF THE COST OF MAJOR HIGHWAY CONSTRUCTION ITEMS ON CONTRACTS FOR FEDERAL-AID PRIMARY PROJECTS AWARDED DURING CALENDAR YEAR 1971

Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

TABLE PT-2
APRIL 1972

MAJOR ITEMS	FEDERAL-AID PRIMARY SYSTEM									
	INTERSTATE					NONINTERSTATE				
	RURAL	URBAN	TOTAL	Percent	Percent	RURAL	URBAN	TOTAL	Percent	Percent
GRADING AND DRAINAGE Roadway Excavation: Borrow Common Unclassified Solid Rock Culvert Pipe: Clay Concrete Reinforced Concrete - 24" Corrugated Steel - 24" Subtotal	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
	8.0	7.6	7.9	7.4	7.0	7.2	7.4	7.2	7.9	7.4
	5.3	4.8	5.2	8.2	5.9	7.2	5.2	7.2	6.1	5.2
	20.5	11.1	17.3	13.5	12.5	13.0	18.7	13.0	18.7	11.5
	1.1	1.0	1.1	0.4	0.4	0.4	0.9	0.4	0.9	0.8
	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1
	0.3	0.3	0.3	0.4	0.5	0.5	0.3	0.5	0.3	0.1
	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1
	35.4	25.0	32.0	30.1	26.6	28.6	34.1	28.6	34.1	25.5
										31.0
BASES AND SURFACES Bases: Gravel and Clay Gravel Macadam or Stone Portland Cement Concrete 1/ Bituminous Plant Mix Surfaces: Bituminous Concrete Portland Cement Concrete 1/ Pavement Reinforcement Liquid Bitumens Prime, Tack, and Seal Subtotal	4.6	3.3	4.2	6.5	4.9	5.8	5.1	5.8	5.1	4.6
	3.4	1.8	2.9	4.0	1.6	3.0	3.6	3.0	3.6	1.7
	0.4	0.5	0.4	0.8	1.7	1.2	0.5	1.2	0.5	0.9
	6.8	4.4	6.0	9.3	6.1	7.9	7.4	7.9	7.4	5.0
	11.6	4.3	9.1	14.6	8.8	12.1	12.3	12.3	12.3	5.8
	10.5	11.7	10.9	9.0	10.8	11.4	10.1	11.4	10.1	10.6
	2.3	2.4	2.3	1.3	1.1	1.2	2.0	1.2	2.0	1.9
	0.7	0.3	0.6	1.2	0.6	0.9	0.9	0.9	0.9	0.7
	40.3	28.7	36.4	46.7	35.6	41.9	41.9	41.9	41.9	31.0
										38.0
STRUCTURES 2/ Structural Concrete 3/ Structural Reinforcement Structural Steel Steel H and Steel Sheet Piling Prestressed Concrete I-Beams 36-inch depth 45-inch depth Subtotal	11.5	21.6	14.9	12.8	19.3	15.6	11.9	15.6	11.9	20.8
	4.4	6.8	5.2	4.1	6.4	5.1	4.3	5.1	4.3	6.7
	4.9	1.1	3.0	4.7	10.3	7.2	6.4	7.2	6.4	14.2
	1.0	1.5	1.2	0.8	0.1	1.1	0.9	1.1	0.9	1.5
	0.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.2	0.1
	0.3	0.2	0.2	0.6	0.2	0.4	0.3	0.4	0.3	0.3
	24.3	46.3	31.6	23.2	37.8	29.5	24.0	29.5	24.0	43.5
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	67.2	57.9	63.8	68.3	56.8	62.8	67.5	62.8	67.5	57.5
										63.5
Ratio of total amount bid for major items to total amount bid for all items										

1/ Excludes costs of reinforcement and joints.

2/ Includes costs of bridges, box culverts, retaining walls, tunnels, etc.

3/ Includes costs of superstructure concrete, substructure concrete and concrete for foundations and footings; excludes cost of reinforcing steel.

DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES, LABOR, EQUIPMENT, OVERHEAD AND PROFIT ON FEDERAL-AID PRIMARY PROJECTS REPORTED DURING CALENDAR YEAR 1971 AS COMPLETED

(BASED ON MATERIAL QUANTITIES AND LABOR COSTS REPORTED BY CONTRACTORS)

Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

TABLE PT-2A
SEPTEMBER 1972

ELEMENTS	FEDERAL-AID PRIMARY SYSTEM					
	INTERSTATE			NONINTERSTATE		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent
<u>1/</u> Cement	4.2	2.1	3.3	3.6	2.5	3.2
<u>2/</u> Aggregates Purchased	9.7	6.0	8.1	8.9	8.3	8.7
<u>3/</u> Bitumens	2.3	0.2	1.4	2.8	0.6	1.9
Lumber	0.3	0.9	0.6	0.3	0.7	0.5
Timber Piling	0.1	0.1	0.1	0.1	0.1	0.1
Corrugated Steel Culvert Pipe	1.0	0.5	0.8	1.1	0.5	0.9
Reinforcing Steel	4.0	5.3	4.6	2.7	3.6	3.1
Structural Steel	2.2	5.8	3.8	2.0	2.7	2.3
Ready-mix Concrete	3.3	7.3	5.0	2.9	5.9	4.1
Premixed Bituminous Paving						
Materials	4.7	2.6	3.8	5.7	5.4	5.5
Aggregates Produced	0.5	0.1	0.3	0.6	0.2	0.4
Concrete Culvert Pipe	1.0	1.1	1.0	1.2	2.1	1.6
Clay Pipe	0.2	0.1	0.2	0.1	0.1	0.1
Miscellaneous Steel	0.7	1.6	1.1	0.5	1.0	0.7
Fencing	0.0	0.2	0.6	0.7	0.3	0.5
Guardrail	1.7	1.2	1.4	1.2	0.8	1.0
Bridge Rail	0.3	0.6	0.4	0.3	0.3	0.3
Petroleum Products	5.0	1.9	3.7	4.8	2.7	3.9
Explosives	1.0	0.2	0.6	0.4	0.1	0.3
Materials not reported	2.2	8.3	4.8	2.9	8.3	5.1
Total materials and supplies	45.3	46.0	45.6	42.8	46.2	44.2
Labor	25.0	27.0	25.9	25.3	27.1	26.1
Equipment, overhead, and profit	29.7	27.0	28.5	31.9	26.7	29.7
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

1/ Does not include cost of cement in ready-mix concrete or in concrete culvert pipe.

2/ Does not include cost of aggregates in ready-mix concrete, premixed bituminous paving materials, or concrete culvert pipe.

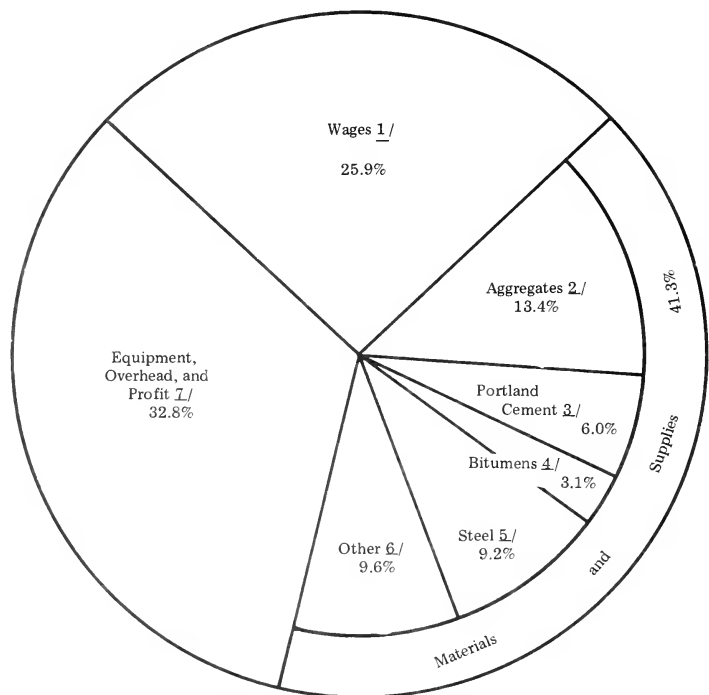
3/ Does not include cost of bitumens in pre-mixed bituminous paving materials.

4/ Does not include cost of reinforcing steel in concrete culvert pipe.

5/ Includes estimated royalty payments only. Other costs are included in items of "Petroleum Products," "Labor," and "Equipment, overhead, and profit."

6/ Costs of fuel and lubricants for equipment and trucks.

DISTRIBUTION OF COSTS ON FEDERAL AID PRIMARY HIGHWAY CONSTRUCTION CONTRACTS REPORTED DURING CALENDAR YEAR 1971 AS COMPLETED



1) Gross earnings of contractors' employees in the following classifications:

Administrative and Supervisory, Skilled, Intermediate, and Unskilled labor.

2) Aggregates consist of sand, gravel, slag, crushed stone, etc., for use in bases, portland cement concrete and bituminous surfaces, and portland cement concrete structures.

3) For both roadway and structures.

4) For various types of bituminous surfaces and bases.

5) Includes structural, reinforcing, culvert and miscellaneous steel.

6) Other materials and supplies, excluding fuel and lubricants for equipment (3.8%).

7) Equipment including fuel and lubricants, but excluding operators' and mechanics' wages is estimated to be approximately 16%. Overhead includes contractors' on-site expenses such as moving-in costs, office rental, taxes, licenses, insurance, etc.

Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

AVERAGE BID PRICES OF MAJOR ITEMS ON FEDERAL-AID PRIMARY HIGHWAY CONSTRUCTION CONTRACTS AWARDED DURING CALENDAR YEAR 1971

Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

TABLE PT-3
APRIL 1972

MAJOR ITEM <u>1/</u>	UNIT	TOTAL BID QUANTITY REPORTED (THOUSANDS)	WEIGHTED AVERAGE CONTRACT UNIT PRICE
Grading and Drainage			
Roadway Excavation			
Borrow	Cubic Yard	157,738	\$ 1.03
Common	Cubic Yard	169,099	.75
Unclassified	Cubic Yard	456,606	.82
Solid Rock	Cubic Yard	13,819	1.65
Culvert Pipe			
Clay - 6" diameter	Linear Foot	219	4.46
Reinforced Concrete - 24" diameter	Linear Foot	609	11.18
Corrugated Steel - 24" diameter	Linear Foot	296	10.88
Bases and Surfaces			
Bases			
Gravel and Clay Gravel	Ton	45,121	2.20
Macadam or Stone	Ton	20,831	3.35
Portland Cement Concrete	Square Yard <u>2/</u>	2,537	5.56 <u>3/</u>
Bituminous Plant-Mix	Ton	18,494	7.73
Surfaces			
Bituminous Concrete	Ton	24,819	8.54
Portland Cement Concrete	Square Yard <u>4/</u>	38,457	6.00 <u>3/</u>
Pavement Reinforcement <u>5/</u>	Pound	86,868	.156
Liquid Bitumens			
Prime, Tack and Seal	Gallon	61,329	.24
Structures <u>6/</u>			
Structural Concrete <u>7/</u>	Cubic Yard	3,389	96.70 <u>8/</u>
Structural Reinforcement <u>2/</u>	Pound	616,391	.177
Structural Steel	Pound	592,319	.348
Steel H and Steel Sheet Piling	Pound	134,381	.189
Prestressed Concrete I-Beams			
36-inch depth	Linear Foot	117	22.02
45-inch depth	Linear Foot	228	26.32

- 1/ Total cost of major items is 63.9 percent of total contract cost.
2/ Weighted average thickness is 7.5 inches.
3/ Excludes costs of reinforcement and joints.
4/ Weighted average thickness is 8.6 inches.
5/ Does not include 240,428,000 pounds of reinforcing steel in concrete pavement not bid separately, estimated at \$0.12 per pound.
6/ Includes bridges, box culverts, retaining walls, tunnels, etc.
7/ Includes superstructure concrete, substructure concrete, and concrete for foundations and footings.
8/ Excludes cost of reinforcing steel.
9/ Does not include 12,705,000 pounds of reinforcing steel in structural concrete not bid separately, estimated at \$0.15 per pound.

USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS AND LABOR¹

(U.S. WEIGHTED AVERAGES FOR FEDERAL-AID PRIMARY PROJECTS REPORTED
DURING CALENDAR YEARS 1969, 1970, AND 1971, AS COMPLETED)

Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

TABLE PT-4
ISSUED 1972

TYPE OF MATERIALS AND LABOR	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <u>2/</u>
Cement (excludes cement in concrete pipe)	Barrels	11,615
Bituminous material	Tons	859
Aggregates <u>3/</u> Purchased (by contractors)	Tons	38,354
Produced (by contractors)	Tons	25,669
Steel Structural (shapes, plates, H and sheet piling)	Tons	147
Reinforcing (pavement and structural reinforcement)	Tons	217
Culvert pipe (corrugated metal and structural plate, pipe arches, and arches)	Tons	18
Miscellaneous joint devices, tubular piling, etc.	Tons	18
Concrete pipe (plain and reinforced)	Tons	324
Clay pipe and tile	Tons	16
Lumber (all lumber products except timber piling)	Board feet	42,189
Timber piling	Linear feet	732
Petroleum products <u>4/</u>	Gallons	111,493
Explosives (excludes weights of caps and fuses)	Pounds	40,913
Fencing (all types)	Linear feet	8,450
Guardrail (all types)	Linear feet	4,656
Bridge railing (all types)	Linear feet	690
Corrugated aluminum culvert	Pounds	218
Cast iron pipe	Tons	5
Signs (complete in place)	Dollars	10,489
Lighting (complete in place)	Dollars	10,533
Labor	Man-hours	59,826

^{1/} For comparable standards of design, the usage of materials and labor on Federal-aid work is not appreciably different from their usage on non-Federal-aid work. The data in this table are obtained from Form PR-47. Includes Appalachian, Emergency Relief, Forest, Park and Federal Lands Highway projects.

^{2/} Right-of-way, preliminary engineering and construction engineering costs excluded.

^{3/} Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.

^{4/} Fuel and lubricants for equipment and trucks. Grease converted to gallons on basis of 8 pounds per gallon.

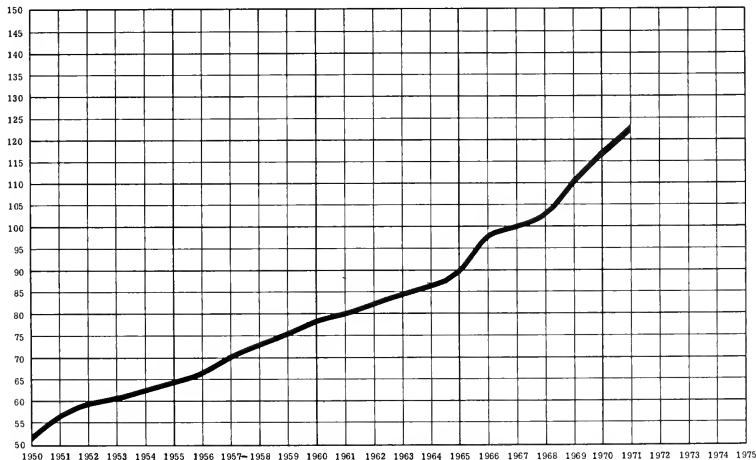
COST TRENDS **HIGHWAY MAINTENANCE AND OPERATION¹** 1967 = BASE YEAR

TABLE PT-5
MAY 1972

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	43.58	74.53	57.66	57.07	51.31
1951	47.76	81.07	64.34	62.23	56.41
1952	51.15	81.99	66.86	65.05	59.28
1953	52.00	82.54	68.76	65.73	60.33
1954	54.89	83.49	70.40	66.42	62.55
1955	55.94	82.80	74.24	67.71	64.09
1956	58.70	86.91	74.06	70.55	66.31
1957	63.20	90.86	75.66	78.22	70.28
1958	65.74	92.27	78.91	81.21	72.90
1959	67.82	92.40	83.15	81.88	75.17
1960	71.02	94.68	86.98	84.19	78.35
1961	73.25	95.18	87.19	85.08	79.82
1962	76.06	96.66	88.76	86.47	82.09
1963	79.46	96.87	89.25	88.05	84.32
1964	81.79	97.48	91.25	89.98	86.35
1965	85.69	99.23	94.23	92.01	89.66
1966	98.02	99.68	96.70	96.23	97.76
1967	100.00	100.00	100.00	100.00	100.00
1968	103.63	102.03	100.42	105.03	102.79
1969	113.71	106.24	104.24	110.86	110.44
1970	122.02	111.03	106.56	116.81	116.78
1971	129.67	117.37	107.93	122.76	122.68

^{1/} These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control. Previous issues of this table used base period 1957-59.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



Source: Construction and Maintenance Division
Office of Highway Operations, FHWA

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS — 1971

Complete for the calendar year
from reports of State authorities

(In thousands of dollars)

STATE OF
SEPTEMBER 1971

STATE	RECEIPTS AVAILABLE FOR STATE HIGHWAY- BUILDING IMPROVEMENT	FOR COLLECTED TAXES ON VEHICLES AND PROPERTY	NET OPERATING EXPENSES FOR STATE-MAINTAINED HIGHWAYS	FOR STATE-MAINTAINED HIGHWAYS	HIGHWAY OPERATING EXPENSES FOR STATE-MAINTAINED HIGHWAYS	TOTAL STATE-MAINTAINED HIGHWAYS	FOR LOCAL ROADS AND STREETS ^{1/2}	TOTAL	STATE-MAINTAINED HIGHWAYS	LOCAL GENERAL PURPOSES	OFFSET BY GENERAL FUND FOR GENERAL PURPOSES	TOTAL	STATE
Alabama	169,452	7,083	162,369	54,202	6,752	169,121	9,923	179,044	-	-	-	-	Alabama
Alaska ^{2/}	14,796	1,135	13,661	1,135	1,135	14,796	1,135	15,931	-	-	-	-	Alaska
Arizona	116,119	2,239	113,880	74,152	6,453	120,335	18,095	138,430	-	-	-	-	Arizona
California	1,215,103	67,443	1,147,660	444,445	130,236	1,277,896	137,944	1,415,840	19,652	19,652	-	-	California
Colorado	107,137	9,441	97,696	8,137	2,111	105,827	18,252	124,079	18,252	230	-	-	Colorado
Connecticut	36,556	3,135	33,421	9,446	2,275	42,692	7,752	50,444	2,000	-	-	-	Connecticut
Florida	13,135	12,666	45,799	14,478	17,931	62,729	18,797	81,526	18,797	13,449	-	-	Florida
Georgia	227,679	5,802	221,877	29,494	14,432	241,369	18,256	259,625	18,256	1,070	-	-	Georgia
Idaho	46,275	2,811	43,464	25,599	3,722	69,183	20,723	89,906	44,634	1,450	-	-	Idaho
Illinois	666,059	41,766	624,293	266,343	19,033	840,636	130,856	971,492	7,451	-	-	-	Illinois
Indiana	277,733	13,646	264,087	136,114	14,432	400,201	106,572	506,773	7,451	-	-	-	Indiana
Iowa	131,413	6,879	124,534	6,879	6,879	131,413	6,879	138,292	1,408	-	-	-	Iowa
Kentucky	159,951	5,893	154,058	127,923	2,495	281,978	130,329	412,307	27,923	-	-	-	Kentucky
Louisiana	159,123	6,699	152,424	81,730	3,869	234,163	111,213	345,376	31,551	-	-	-	Louisiana
Maine	245,525	30,768	214,757	139,659	27,522	454,379	134,047	588,426	1,408	-	-	-	Maine
Massachusetts	204,644	16,496	188,148	179,707	17,103	405,851	179,807	585,658	99,486	-	-	-	Massachusetts
Michigan	249,650	24,559	225,091	135,877	5,749	360,917	138,256	499,173	27,923	-	-	-	Michigan
Minnesota	111,798	6,210	105,588	109,682	5,556	215,238	71,812	287,050	35,280	-	-	-	Minnesota
Mississippi	20,722	12,401	8,321	149,320	15,903	165,223	6,597	171,820	18,797	-	-	-	Mississippi
Missouri	174,465	2,215	172,250	149,449	1,569	311,699	137,344	449,043	7,451	-	-	-	Missouri
Montana	46,185	3,198	42,987	24,313	2,444	67,301	24,533	91,834	1,408	-	-	-	Montana
Nebraska	14,940	1,861	13,079	27,293	1,644	40,372	17,483	57,855	1,408	-	-	-	Nebraska
Nevada	17,066	17,066	34,132	31,256	11,724	45,980	17,483	63,463	1,408	-	-	-	Nevada
New Hampshire	41,949	1,861	40,088	27,293	1,644	67,301	17,483	84,784	1,408	-	-	-	New Hampshire
New Jersey ^{2/}	251,790	17,066	234,724	135,877	5,749	360,917	138,256	499,173	27,923	-	-	-	New Jersey
New Mexico	14,940	1,861	13,079	24,313	2,444	67,301	24,533	91,834	1,408	-	-	-	New Mexico
New York	668,656	41,618	627,038	317,216	14,432	944,254	130,856	1,075,110	14,432	-	-	-	New York
North Carolina	225,325	12,477	212,848	149,449	1,569	311,699	137,344	449,043	7,451	-	-	-	North Carolina
North Dakota	17,131	1,861	15,270	24,313	2,444	67,301	24,533	91,834	1,408	-	-	-	North Dakota
Ohio	171,311	1,861	169,450	149,449	1,569	311,699	137,344	449,043	7,451	-	-	-	Ohio
Oregon	129,766	8,446	121,320	104,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Oregon
Pennsylvania	557,771	19,365	538,406	333,137	21,617	759,563	130,856	890,419	14,432	-	-	-	Pennsylvania
Rhode Island ^{2/}	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Rhode Island
South Carolina	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	South Carolina
Tennessee	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Tennessee
Texas	692,841	7,736	685,105	380,137	28,592	1,013,733	130,856	1,144,589	14,432	-	-	-	Texas
Utah	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Utah
Vermont	77,099	1,112	75,987	12,477	1,247	88,464	1,247	89,711	1,247	-	-	-	Vermont
Virginia	274,028	16,752	257,276	233,447	4,794	491,471	130,856	622,327	14,432	-	-	-	Virginia
Washington	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Washington
West Virginia	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	West Virginia
Wisconsin	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Wisconsin
Wyoming	131,955	1,861	130,094	110,466	10,466	231,786	104,466	336,252	9,719	-	-	-	Wyoming
Zones of Col.	39,040	2,437	36,603	17,695	1,711	54,303	18,256	72,559	18,256	-	-	-	Zones of Col.
Total	10,899,531	533,300	10,366,231	5,032,444	779,112	16,175,127	1,686,793	17,861,920	292,961	148,088	-	-	Total

^{1/2} This table summarizes receipts from motor-vehicle taxes and from state-vehicle fees and special license on motor vehicles, which are recorded separately in tables M-3 and M-6-1 respectively. Amounts in State ^{2/} included direct expenditures by State on local roads and streets as well as grants-in-aid. In many cases, these expenditures are included in the total for local roads and streets. Amounts included in the total for local roads and streets are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties). Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties). The amounts shown do not necessarily constitute diversion from highway use required by a penalty under the ^{2/} of the State. The amounts shown do not necessarily constitute diversion from highway use required by a penalty under the 116th of State law in effect in 1971.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS—SUMMARY—1971¹

STATE	RECEIPTS										DISBURSEMENTS										TOTAL STATE REVENUE
	FEDERAL FUNDS					TRANSFERS					CAPITAL OUTLAY										TOTAL STATE EXPENDITURE
	STATE GENERAL FUND	STATE HIGHWAY FUND	STATE SPECIAL FUND	STATE SPECIAL FUND	STATE SPECIAL FUND	STATE GENERAL FUND	STATE HIGHWAY FUND	STATE SPECIAL FUND	STATE SPECIAL FUND	STATE SPECIAL FUND	FEDERAL-AID HIGHWAY	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	OTHER FEDERAL-AID	
Alabama	162,668	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	170,891	66,766	1,057	170,891	66,766	1,057	170,891	66,766	1,057	170,891	334,066
Alaska	37,586	7,147	7,147	7,147	7,147	7,147	7,147	7,147	7,147	7,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	131,417
Arizona	423,194	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	178,607
California	107,296	72,894	72,894	72,894	72,894	72,894	72,894	72,894	72,894	72,894	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Colorado	136,841	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Connecticut	29,892	7,147	7,147	7,147	7,147	7,147	7,147	7,147	7,147	7,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Delaware	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Florida	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Georgia	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Hawaii	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Idaho	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Illinois	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Indiana	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Iowa	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Kentucky	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Louisiana	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Maine	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Maryland	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Massachusetts	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Michigan	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Minnesota	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Mississippi	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Missouri	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Montana	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Nebraska	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Nevada	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
New Hampshire	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
New Jersey	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
New Mexico	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
New York	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
North Carolina	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
North Dakota	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Ohio	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Oklahoma	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Oregon	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Pennsylvania	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Rhode Island	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
South Carolina	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
South Dakota	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Tennessee	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Texas	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Utah	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Vermont	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Virginia	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Washington	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
West Virginia	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Wisconsin	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Wyoming	177,147	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417
Total	9,555,564	889,625	208,153	565,975	5,045,656	77,863	125,137	2,617,682	18,233,059	1,177,071	8,482,796	1,261,175	9,086,175	1,769,146	61,645	2,900,432	16,360,153	796,377	17,156,530		

1. This table is one of a series on state highway finance. Table 2 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 3 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 4 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 5 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 6 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 7 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 8 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 9 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 10 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (2) all other highway revenue. Table 11 summarizes the receipts and disbursements of (1) state highway revenue, excluding amounts allocated for collection and company purposes, and (

STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS—SUMMARY—1971¹

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE SP-1
OCTOBER 1972

STATE	BALANCE ON JANUARY 1, 1971 ²				CURRENT STATE INCOME ³				PREVIOUS FROM OTHER GOVERNMENTS				ISSUE OF BONDS				
	RESOURCES FOR HIGHWAY MAINTENANCE WORK	RESOURCES FOR STATE SERVICE	TOTAL	TOTAL	VEHICLE AND VEHICLE MAINTENANCE TAXES	TOTAL	ROAD AND CHANGING TAXES ⁴	APPROPRIATIONS FROM FEDERAL GOVERNMENT	OTHER RECEIPTS FROM FEDERAL GOVERNMENT	TOTAL	FEDERAL HIGHWAY TRUST	OTHER FEDERAL AGENCIES	TOTAL	FROM STATE AND LOCAL SOURCES	FOR CAPITAL PROJECTS	FOR STATE SERVICE INCLUDING REVENUES	
Alabama	71,181	4,007	75,188	136,248	136,248	136,248	-	618	-	1,861	130,413	148	164,777	590	25,000	125	
Alaska	20,216	3,233	23,449	8,597	8,597	31,450	7,147	26,287	-	1,766	31,450	57	37,221	789	10,742	125	
Arizona	25,580	11,898	37,478	81,342	81,342	31,450	461	-	457	1,766	31,450	9	37,221	789	10,742	125	
California	47,495	11,461	58,956	661,938	661,938	911,265	22,238	-	-	27,636	981,765	2,044	1,000,809	3,180	1,000	1,000	
Colorado	14,653	1,096	15,749	31,431	31,431	31,431	22,238	-	1,020	1,855	31,431	1,722	33,153	59	-	-	
Connecticut	22,217	3,105	25,322	13,799	13,799	13,799	22,238	-	-	1,855	13,799	-	15,654	59	-	-	
Delaware	18,131	1,096	19,227	31,431	31,431	31,431	22,238	-	-	1,855	31,431	-	33,153	59	-	-	
Florida	14,653	1,096	15,749	31,431	31,431	31,431	22,238	-	-	1,855	31,431	-	33,153	59	-	-	
Georgia	14,653	1,096	15,749	31,431	31,431	31,431	22,238	-	-	1,855	31,431	-	33,153	59	-	-	
Idaho	11,284	20,897	32,181	11,011	11,011	24,801	43,592	-	106	2,905	11,011	519	12,530	118	11,898	11,898	
Illinois	109,473	28,704	138,177	217,142	217,142	556,511	95,558	-	-	14,530	629,999	275,331	905,330	10,775	1,000	1,000	
Indiana	21,745	77,177	98,922	88,599	88,599	131,052	14,713	-	-	7,582	140,644	56,067	196,711	2,150	1,000	1,000	
Iowa	45,605	17,702	63,307	139,166	139,166	139,166	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Kansas	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Kentucky	181,702	69,775	251,477	71,132	71,132	187,068	15,995	-	-	165	13,799	502	14,301	31	250,168	48,586	
Louisiana	139,166	13,799	152,965	20,135	20,135	14,713	15,995	-	-	36,841	13,799	502	14,301	31	250,168	48,586	
Maine	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Maryland	26,496	56,743	83,239	105,077	105,077	105,077	14,713	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
Massachusetts	20,897	64,217	85,114	37,460	37,460	187,068	15,995	-	-	6,504	207,411	30,004	237,415	88,000	1,000	1,000	
Michigan	139,166	13,799	152,965	123,140	123,140	123,140	15,995	-	-	6,049	139,166	211,436	250,602	6,259	1,000	1,000	
Minnesota	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Mississippi	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Montana	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Nebraska	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Nevada	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
New Hampshire	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
New Mexico	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
New York	102,866	70,888	173,754	301,251	301,251	180,700	15,995	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
North Carolina	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
North Dakota	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Oklahoma	179,214	109,155	288,369	139,166	139,166	139,166	15,995	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
Oregon	29,459	1,117	30,576	69,068	69,068	69,068	15,995	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
Pennsylvania	205,267	60,982	266,249	300,670	300,670	300,670	15,995	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
Rhode Island	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
South Carolina	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
South Dakota	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Tennessee	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Texas	29,459	1,117	30,576	69,068	69,068	69,068	15,995	-	-	18,179	121,256	44,559	165,815	3,687	8,500	365,130	
Vermont	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Virginia	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Washington	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
West Virginia	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Wisconsin	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Wyoming	13,799	17,702	31,501	13,799	13,799	13,799	14,713	-	-	3,149	140,644	56,067	196,711	2,150	1,000	1,000	
Total	3,065,598	1,110,944	4,176,542	6,342,090	6,342,090	2,813,934	9,475,954	889,463	113,996	360,975	10,639,784	77,863	10,717,647	94,411	70,936	107,000	18,529,481

¹ See table SP-2 for general use on SP-1 and SP-2. The amounts shown in this table are for the calendar year 1971 and are based on the data and nonobligatory allocations which are shown on table SP-1 and (2) all other net receipts and disbursements by the State for highways. January 1 balances and previous year's closing balances are the result of accounting adjustments. Inclusion of funds not previously reported, etc.

² Gross nonobligatory allocations of highway revenue that were offset against appropriations for highway construction in 1971 and 1972.

³ The entries in these columns are identical with the combined receipts allocated for State-administered highways and for local roads and streets shown on table SP-1.

⁴ For additional details, see tables SP-3B and SP-4B.

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS—1971¹

Continued from the schedule heretofore reported of State subtotals

(In thousands of dollars)

TABLE SP-2
OCTOBER 1972

STATE	BALANCES ON JANUARY 1, 1971 ^{2/}			CURRENT STATE INCOME ^{3/}			EXPENSES FROM OTHER GOVERNMENTS			ISSUE OF BONDS		
	RESERVE FOR STATE-ADMINISTERED HIGHWAY WORK	REPAIRS FOR STATE-ADMINISTERED HIGHWAY SERVICE	TOTAL	WATER- SUPPLY TAXES	HYDRAULIC FUEL TAXES	WATER- SUPPLY TAXES	MAINTENANCE TOLLS	APPROPRIATIONS FROM GENERAL FUNDS	INTEREST ON BONDS	RECEIPTS FROM STATE-ADMINISTERED HIGHWAYS	FOR STATE-ADMINISTERED HIGHWAYS	FOR STATE-ADMINISTERED HIGHWAYS
Alabama	68,129	1,007	69,136	61,283	29,658	90,941	7,147	618	-	1,821	31,000	128
Alaska	20,287	11,858	32,145	17,736	26,311	44,047	25,384	661	-	661	70,915	1
Arizona	22,058	11,858	33,916	17,736	26,311	44,047	25,384	661	-	661	70,915	1
California	35,266	11,858	47,124	34,636	23,205	57,841	22,894	-	-	-	69,315	193
Colorado	18,516	11,858	30,374	18,516	11,858	30,374	34,997	-	-	-	462,656	276
Connecticut	13,095	11,858	24,953	13,095	11,858	24,953	34,997	-	-	-	130,180	59
Delaware	56,987	11,858	68,845	56,987	11,858	68,845	27,782	-	-	-	90,298	16,981
Florida	185,411	79,683	265,094	202,172	28,650	230,822	43,667	-	-	-	132,075	316
Georgia	120,894	8,862	129,756	97,872	24,714	122,586	-	388	5,354	127,668	91,876	373
Idaho	8,958	-	8,958	13,020	10,611	23,631	-	106	-	387	30,214	31
Illinois	81,343	21,968	103,311	121,599	18,797	140,396	48,549	-	-	-	265,801	9,315
Indiana	67,723	28,768	96,491	114,137	13,528	127,665	18,797	-	-	-	102,024	238
Iowa	56,136	12,785	68,921	56,136	12,785	68,921	18,797	-	-	-	102,024	238
Kansas	56,136	12,785	68,921	56,136	12,785	68,921	18,797	-	-	-	102,024	238
Kentucky	134,112	17,453	151,565	134,112	17,453	151,565	18,797	-	-	-	102,024	238
Maine	134,112	17,453	151,565	134,112	17,453	151,565	18,797	-	-	-	102,024	238
Massachusetts	16,936	1,007	17,943	16,936	1,007	17,943	18,797	-	-	-	102,024	238
Michigan	107,593	10,497	118,090	107,593	10,497	118,090	18,797	-	-	-	102,024	238
Minnesota	35,995	1,171	37,166	35,995	1,171	37,166	18,797	-	-	-	102,024	238
Mississippi	35,995	1,171	37,166	35,995	1,171	37,166	18,797	-	-	-	102,024	238
Missouri	35,995	1,171	37,166	35,995	1,171	37,166	18,797	-	-	-	102,024	238
Montana	17,135	1,171	18,306	17,135	1,171	18,306	18,797	-	-	-	102,024	238
Nevada	9,923	-	9,923	9,923	-	9,923	18,797	-	-	-	102,024	238
New Hampshire	1,393	3,469	4,862	1,393	3,469	4,862	18,797	-	-	-	102,024	238
New Jersey	161,948	360,325	522,273	161,948	360,325	522,273	18,797	-	-	-	102,024	238
New Mexico	105,866	76,888	182,754	105,866	76,888	182,754	18,797	-	-	-	102,024	238
New York	105,866	76,888	182,754	105,866	76,888	182,754	18,797	-	-	-	102,024	238
North Carolina	86,280	11,808	98,088	86,280	11,808	98,088	18,797	-	-	-	102,024	238
North Dakota	4,452	-	4,452	4,452	-	4,452	18,797	-	-	-	102,024	238
Ohio	11,117	1,007	12,124	11,117	1,007	12,124	18,797	-	-	-	102,024	238
Oklahoma	11,117	1,007	12,124	11,117	1,007	12,124	18,797	-	-	-	102,024	238
Oregon	11,117	1,007	12,124	11,117	1,007	12,124	18,797	-	-	-	102,024	238
Rhode Island	207,467	3,681	211,148	207,467	3,681	211,148	18,797	-	-	-	102,024	238
South Carolina	11,117	1,007	12,124	11,117	1,007	12,124	18,797	-	-	-	102,024	238
South Dakota	11,117	1,007	12,124	11,117	1,007	12,124	18,797	-	-	-	102,024	238
Texas	8,397	-	8,397	8,397	-	8,397	18,797	-	-	-	102,024	238
Tennessee	8,475	3,999	12,474	8,475	3,999	12,474	18,797	-	-	-	102,024	238
Vermont	1,003	17,006	18,009	1,003	17,006	18,009	18,797	-	-	-	102,024	238
Virginia	37,920	2,858	40,778	37,920	2,858	40,778	18,797	-	-	-	102,024	238
Washington	11,004	-	11,004	11,004	-	11,004	18,797	-	-	-	102,024	238
West Virginia	11,004	-	11,004	11,004	-	11,004	18,797	-	-	-	102,024	238
Wisconsin	11,004	-	11,004	11,004	-	11,004	18,797	-	-	-	102,024	238
Wyoming	11,004	-	11,004	11,004	-	11,004	18,797	-	-	-	102,024	238
Total	2,778,892	3,331,321	6,110,213	2,778,892	3,331,321	6,110,213	889,177	109,165	60,536	390,599	7,083,111	35,817

^{1/} See table SP-2 for general notes on figures. Tables SP-3 and SP-4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements for State-administered roads and bridges, other State highway accounts include the receipts and disbursements for State-administered toll roads and bridges, and other State highway accounts. Other State highway accounts include the receipts and disbursements for State-administered toll roads and bridges, and other State highway accounts. Other State highway accounts include the receipts and disbursements for State-administered toll roads and bridges, and other State highway accounts.

^{2/} Any differences between January 1 balances and previous year year ending balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

^{3/} Gross nonhighway allocations of highway revenues that were offset against appropriations out of the State general funds appear on table SP-3, SP-4, and SP-5 respectively.

^{4/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{5/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{6/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{7/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{8/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{9/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{10/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

^{11/} Includes tabulating oil tax sales and use tax; oil royalties; mineral leases; use (sales) tax on motor vehicles; inspection fees on nonhighway fuel use; gross receipts tax on motor vehicles; cigarette tax.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS—1971¹Compiled for the calendar year from
reports of State Administrators

(In thousands of dollars)

TABLE 87A
OCTOBER 1971

CAPITAL OUTLAY FOR ROAD AND BRIDGE ²										MAINTENANCE AND TRAFFIC SERVICES ²										ADDITIONAL TRAFFIC MISCELLANEOUS										TOTAL DISBURSEMENTS										BALANCE OF RESERVE FUND FOR ROADWAY WORK																																																																																																																																																																																																														
STATE	PRIMARY HIGHWAYS (MILEAGE)	SECONDARY STATE HIGHWAYS (MILEAGE)	OTHER ROADS (MILEAGE)	TOTAL ²	PRIMARY STATE HIGHWAYS (MILEAGE)	SECONDARY STATE HIGHWAYS (MILEAGE)	OTHER ROADS (MILEAGE)	TOTAL ²	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL TRAFFIC MISCELLANEOUS	ADDITIONAL

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS—1971

CLASSIFIED BY FUNCTION

Compiled for the calendar year from reports of State Administrators

(in thousands of dollars)

U.S. DEPT. OF COMMERCE

STATE	GENERAL OBLIG.				MAINTENANCE				GENERAL CONSTRUCTION AND MISCELLANEOUS				HIGHWAY LAW ENFORCEMENT AND SAFETY			
	ACQUISITION OF LAND	PAID AND MAINTENANCE	CONSTRUCTION OF MAJOR STRUCTURES	INSTALLATION OF TRAFFIC SIGNALS AND FACILITIES	TOTAL	PAID	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.	TOTAL	GENERAL CONSTRUCTION AND MISCELLANEOUS	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.	TRAFFIC SIGNALS, ROADWAYS, ETC.
Alabama	11,078	12,657	69,211	70,756	163,702	10,402	704	291	1,095	35,452	3,454	2,000	4,817	2,000	-	6,817
Alaska	15,068	14,617	16,510	14,701	50,896	8,545	1,797	900	1,416	1,112	3,658	1,131	1,131	1,131	1,131	11,402
Arizona	4,144	7,734	56,574	518	68,970	11,754	1,412	700	1,416	1,112	3,658	1,131	1,131	1,131	1,131	7,734
California	172,761	101,496	642,459	177,779	1,094,595	85,431	6,560	8,971	37,139	104,331	74,915	10,660	49,407	96,347	36,147	161,725
Colorado	5,713	13,746	131,406	65	150,910	28,793	1,709	1,709	5,059	6,443	1,709	1,709	8,149	1,709	1,709	9,858
Connecticut	4,441	17,479	17,479	1,400	31,399	4,824	1,709	1,709	5,059	6,443	1,709	1,709	8,149	1,709	1,709	2,862
Delaware	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Florida	54,776	36,072	860,730	4,145	941,623	19,203	1,401	1,401	1,401	1,401	1,401	1,401	1,401	1,401	1,401	35,444
Georgia	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Idaho	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Illinois	41,669	174,404	374,404	68,815	598,892	31,402	2,148	2,148	5,900	96,441	7,137	7,137	28,292	21,408	1,481	41,090
Indiana	12,550	12,550	10,413	1,123	27,636	7,945	1,123	1,123	1,123	1,123	1,123	1,123	1,123	1,123	1,123	20,862
Iowa	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Kentucky	10,008	13,113	131,196	13,113	158,230	21,771	68,401	5,213	5,213	5,213	5,213	5,213	5,213	5,213	5,213	13,113
Louisiana	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Maine	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Massachusetts	12,652	21,771	68,401	5,213	108,037	13,113	13,113	13,113	13,113	13,113	13,113	13,113	13,113	13,113	13,113	20,862
Michigan	25,008	25,008	211,471	17,718	274,205	25,008	13,113	13,113	13,113	13,113	13,113	13,113	13,113	13,113	13,113	20,862
Minnesota	6,613	10,149	11,667	1,018	29,447	10,149	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Missouri	27,744	17,718	17,718	1,018	46,279	17,718	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Montana	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Nebraska	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Nevada	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
New Hampshire	2,966	1,018	18,861	13	22,848	2,966	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
New Jersey	64,774	27,182	171,004	45,960	308,920	27,182	17,718	17,718	17,718	17,718	17,718	17,718	17,718	17,718	17,718	30,970
New York	52,121	42,156	5,613	1,018	101,908	42,156	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	10,465
North Carolina	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Ohio	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Oklahoma	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Oregon	19,571	12,272	79,461	26,897	138,101	12,272	79,461	26,897	138,101	12,272	79,461	26,897	138,101	12,272	79,461	11,135
Pennsylvania	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Rhode Island	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
South Carolina	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Texas	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Utah	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Vermont	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Virginia	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Washington	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
West Virginia	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Wisconsin	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Wyoming	1,018	1,018	1,018	1,018	4,074	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Total	1,341,961	962,215	6,110,058	1,099,016	14,610,250	1,341,961	962,215	1,099,016	14,610,250	1,341,961	962,215	1,099,016	14,610,250	1,341,961	962,215	14,610,250

1. Data include expenditures for construction of expenditures shown on table B-1, exclusive of expenditures for interest and retirement of obligations for State highways. Data for toll facilities included, where entire do not appear, complete classification of expenditures was not available.

STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS—1971¹

Compiled for the calendar year from reports of State auditors

(In thousands of dollars)

TABLE 18-1
OCTOBER 1972

STATE	PER COUNTIES AND TOWNSHIPS				PER MUNICIPALITIES				SOURCE OF STATE GRANTS-IN-AID ^{2/}				TOTAL RECEIPTS				PARAMETER OF GRANTS ^{3/}				PARAMETER OF GRANTS ^{3/}				TOTAL			
	TOTAL		OTHER		TOTAL		OTHER		TOTAL		OTHER		TOTAL		OTHER		TOTAL		OTHER		TOTAL		OTHER		TOTAL		OTHER	
	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES	MTPL. TAXES	VEHICLE TAXES
Alabama	51,158	284	27	51,475	536	52,011	30,365	420	10,783	62,794	51,477	10,783	62,794	51,477	10,783	62,794	51,477	10,783	62,794	51,477	10,783	62,794	51,477	10,783	62,794	51,477	10,783	62,794
Alaska	15,234	-	-	15,234	715	15,949	12,403	84	12,487	17,792	15,949	12,487	17,792	15,949	12,487	17,792	15,949	12,487	17,792	15,949	12,487	17,792	15,949	12,487	17,792	15,949	12,487	17,792
Arizona	4,032	-	-	4,032	75	4,107	12,403	84	12,487	24,889	4,032	12,487	24,889	4,032	12,487	24,889	4,032	12,487	24,889	4,032	12,487	24,889	4,032	12,487	24,889	4,032	12,487	24,889
California	169,786	7,760	177,546	7,760	179,306	135,044	14,027	149,321	2,478	131,999	305,252	2,478	307,029	305,252	2,478	307,029	305,252	2,478	307,029	305,252	2,478	307,029	305,252	2,478	307,029	305,252	2,478	307,029
Colorado	4,502	304	4,806	4,806	5,110	1,195	6,305	86	2,006	8,311	4,806	2,006	6,812	4,806	2,006	6,812	4,806	2,006	6,812	4,806	2,006	6,812	4,806	2,006	6,812	4,806	2,006	6,812
Connecticut	29,940	272	30,212	30,212	30,484	7,483	37,967	999	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	
Delaware	6,712	3,770	10,482	10,482	14,252	3,914	18,166	188	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206
Florida	29,940	272	30,212	30,212	30,484	7,483	37,967	999	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	
Georgia	6,712	3,770	10,482	10,482	14,252	3,914	18,166	188	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206
Hawaii	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Idaho	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Illinois	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Indiana	29,940	272	30,212	30,212	30,484	7,483	37,967	999	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967
Iowa	6,712	3,770	10,482	10,482	14,252	3,914	18,166	188	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206
Kansas	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Kentucky	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Louisiana	1,409	1,409	2,818	2,818	3,227	3,914	7,141	188	4,044	11,185	1,409	4,044	5,453	1,409	4,044	5,453	1,409	4,044	5,453	1,409	4,044	5,453	1,409	4,044	5,453	1,409	4,044	5,453
Maine	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Maryland	29,940	272	30,212	30,212	30,484	7,483	37,967	999	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967
Massachusetts	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Michigan	29,940	272	30,212	30,212	30,484	7,483	37,967	999	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967	37,967
Minnesota	6,712	3,770	10,482	10,482	14,252	3,914	18,166	188	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206
Mississippi	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Missouri	6,712	3,770	10,482	10,482	14,252	3,914	18,166	188	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206	6,712	4,044	22,206
Montana	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Nebraska	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
Nevada	13,408	13,408	27,816	27,816	31,224	3,914	35,138	188	4,044	40,182	13,408	4,044	44,226	13,408	4,044	48,270	13,408	4,044	52,314	13,408	4,044	56,358	13,408	4,044	60,402	13,408	4,044	64,446
New Hampshire	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
New Jersey	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
New Mexico	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
New York	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
North Carolina	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
North Dakota	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Ohio	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Oklahoma	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666	220,969	99,665	32,666	253,635	99,665	32,666	286,301	99,665	32,666	318,967	99,665	32,666	351,633	99,665	32,666	384,299
Oregon	99,665	27,374	127,039	127,039	154,413	31,224	185,637	441	32,666	188,303	99,665	32,666																

TABLE 37-5
ESTOIR 1972

1/ See table SF-21 for general notes on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

STATE EXPENDITURES AND GRANTS-IN-AID FOR LOCAL ROADS AND STREETS—1971¹

Continued from the preliminary area from
page 1 of State authorities

(In thousands of dollars)

STATE	COUNTY AND TOWNSHIP REVENUE ²				DIRECT EXPENDITURES BY STATE ²				DIRECT EXPENDITURES BY STATE ²				SUMMARY OF STATE DISBURSMENTS ²				BALANCES ON DECEMBER 31, 1971				
	CAPITAL OUTLAY ³	AD- VANCE- MENT ⁴	MAINTENANCE ⁵	OTHER ⁶	TOTAL ⁷	CAPITAL OUTLAY ³	AD- VANCE- MENT ⁴	MAINTENANCE ⁵	OTHER ⁶	TOTAL ⁷	GRANTS- IN-AID ⁸	TOTAL ⁹	DIRECT TOWNSHIP STATE	GRANTS- IN-AID ⁸	TOTAL ⁹	FEDERAL CURRENT MAINTENANCE ¹⁰	FEDERAL FOR SERVICE ¹¹	TOTAL	TOTAL	TOTAL	
Alabama	6,139	-	2,277	8,416	59,693	1,770	15	1,570	10,783	12,153	62,860	72,246	9,066	62,860	72,246	5,139	-	5,139	-	5,139	
Alaska	1,778	74	1	3,994	11,792	314	-	1,792	35	12,894	2,859	3,163	2,859	2,859	3,163	1,869	-	1,869	-	1,869	
Arizona	1,698	-	-	1,698	17,096	17,096	17,096	17,096	17,096	17,096	17,096	17,096	17,096	17,096	17,096	2,664	-	2,664	-	2,664	
Arkansas	26,674	3	86,865	232,001	319,440	11,009	71	11,080	150,719	161,819	135,696	394,000	16,400	135,696	394,000	16,400	-	16,400	-	16,400	
California	28,455	38	445	28,493	38,445	38,445	38,445	38,445	38,445	38,445	12,130	12,130	12,130	12,130	12,130	1,017	-	1,017	-	1,017	
Colorado	28,455	38	445	28,493	38,445	38,445	38,445	38,445	38,445	38,445	12,130	12,130	12,130	12,130	12,130	1,017	-	1,017	-	1,017	
Connecticut	6,559	145	-	8,554	39,099	7,402	-	7,402	-	7,402	6,500	6,500	6,500	6,500	6,500	1,447	-	1,447	-	1,447	
Delaware	45,334	-	37	9,090	54,334	11,253	-	11,253	-	11,253	1,005	1,005	1,005	1,005	1,005	2,604	-	2,604	-	2,604	
District of Columbia	1,170	-	-	1,170	11,253	11,253	11,253	11,253	11,253	11,253	1,005	1,005	1,005	1,005	1,005	1,447	-	1,447	-	1,447	
Florida	22,229	8,290	1,203	41,671	106,194	167,834	2,337	1,416	7,818	91,375	91,375	91,375	69,491	91,375	91,375	22,559	-	22,559	-	22,559	
Georgia	3,594	514	-	4,108	78,967	1,454	-	1,454	-	1,454	41,213	41,213	41,213	41,213	41,213	21,840	-	21,840	-	21,840	
Hawaii	31,664	-	-	31,664	31,664	31,664	31,664	31,664	31,664	31,664	1,284	1,284	1,284	1,284	1,284	10,174	-	10,174	-	10,174	
Idaho	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Illinois	17,793	1,180	24	18,997	23,532	42,469	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Indiana	7,177	2,222	-	9,399	11,253	11,253	11,253	11,253	11,253	11,253	1,005	1,005	1,005	1,005	1,005	1,447	-	1,447	-	1,447	
Iowa	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Kansas	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Kentucky	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Louisiana	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Maine	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Maryland	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Massachusetts	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Michigan	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Minnesota	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Mississippi	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Missouri	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Montana	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Nebraska	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Nevada	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
New Hampshire	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
New Jersey	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
New Mexico	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
New York	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
North Carolina	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
North Dakota	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Ohio	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Oklahoma	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Oregon	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Rhode Island	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
South Carolina	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
South Dakota	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Tennessee	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Texas	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Utah	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Vermont	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Washington	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
West Virginia	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Wisconsin	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Wyoming	11,200	8,171	1,848	21,917	4,641	27,046	7,857	1,000	-	6,857	2,001	10,458	27,046	27,046	27,046	3,893	-	3,893	-	3,893	
Total	976,065	28,127	6,664	27,779	1,048,646	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	1,994,595	20,327	-	20,327	-	20,327

¹ See table 2-21 for Federal grants on 1971 basis. Table 2-22 for Federal grants on 1970 basis. ² Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ³ For purposes of this table the following counties are classified as municipalities: Calif., San Francisco; Conn., New Haven; Del., Delaware; Ill., Chicago; Ind., Indianapolis; Iowa, Des Moines; Kan., Topeka; Ky., Louisville; La., New Orleans; Me., Bangor; Mich., Detroit; Minn., Minneapolis; Miss., Jackson; Mo., St. Louis; Mont., Helena; N.C., Raleigh; N.D., Bismarck; Ohio, Columbus; Okla., Oklahoma City; Ore., Portland; Pa., Harrisburg; S.C., Columbia; S.D., Pierre; Tenn., Nashville; Tex., Austin; Va., Richmond; W. Va., Charleston; Wis., Madison; Wyo., Cheyenne. ⁴ County roads are under State control. In Ala. (see comment), in Ark., R.C., Va. (all but one counties), and in N.Y., for expenditures on roads under State control see table 2-24. ⁵ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ⁶ In many States, the grants-in-aid to counties and townships may ultimately have been used in part for other purposes. ⁷ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ⁸ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ⁹ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ¹⁰ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system. ¹¹ Includes expenditures on Federal-aid secondary and urban projects that are located off the State highway system.

CAPITAL OUTLAY BY STATE HIGHWAY DEPARTMENTS—1971 CLASSIFIED BY FEDERAL-AID SYSTEMS

Compiled for the calendar year from
 reports of State authorities

(In thousands of dollars)

TABLE 90-11
 OCTOBER 1972

STATE	INTERSTATE SYSTEM			OTHER FEDERAL-AID PRIMARY SYSTEM			FEDERAL-AID BOUNDARY SYSTEM			STATE-ADMINISTERED HIGHWAYS					GRAND TOTAL
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	ON STATE HIGHWAY SYSTEMS	ON LOCAL ROADS AND STREETS	TOTAL	ON OTHER TOWNSHIP ROADS	ON COUNTY ROADS	ON MUNICIPAL LOCAL	TOTAL		
Alabama	49,865	24,696	104,521	41,619	15,109	56,748	7,074	2,444	9,518	170,397	3,090	346	3,657	174,444	
Alaska	13,480	20,136	33,616	13,717	13,717	27,434	20,480	6,166	26,646	590	879	-	1,775	62,889	
Arizona	21,571	30,245	51,816	17,881	11,774	29,655	31,841	3,814	35,655	10,007	-	-	10,007	108,267	
California	176,577	201,610	378,187	104,210	239,808	343,018	15,006	-	35,012	30,710	22	-	5,993	797,969	
Connecticut	8,410	27,776	36,186	34,594	69,368	103,962	6,990	-	11,124	28,455	-	-	28,500	138,044	
Delaware	-	6,780	6,780	4,053	7,534	11,587	6,990	-	6,990	11,587	-	-	9,424	25,405	
Florida	60,477	41,744	102,221	46,882	27,425	74,307	70,576	-	70,576	255,104	1,671	-	60,395	315,409	
Georgia	73,771	17,245	91,016	6,634	42,136	48,770	17,973	-	17,973	137,414	45,304	-	7,282	211,006	
Idaho	24,507	7,449	31,956	2,723	9,116	11,839	6,756	1,870	8,626	-	112	-	12	45,451	
Illinois	104,688	104,477	209,165	52,018	57,262	109,280	38,619	29,715	68,334	143,168	-	1,174	1,601	453,391	
Indiana	67,395	18,017	85,412	57,682	23,416	81,098	15,149	3,939	19,088	159,120	-	-	1,423	283,283	
Iowa	39,234	15,012	54,246	37,309	16,725	54,034	35,341	3,341	38,682	103	-	-	1,423	190,733	
Kansas	46,456	13,600	60,056	34,476	2,774	37,250	6,138	11,664	17,802	584	-	-	1,860	79,650	
Kentucky	50,242	18,934	69,176	31,594	7,101	38,695	-	-	23,722	17,759	-	-	30,959	132,321	
Louisiana	20,145	12,613	32,758	17,777	17,145	34,922	7,824	-	7,824	6,882	-	-	7,619	49,223	
Maryland	9,683	42,903	52,586	31,100	6,315	37,415	7,824	-	7,824	33	-	-	62	60,951	
Massachusetts	47,495	35,684	83,179	13,822	11,822	25,644	6,402	4,222	10,624	138,809	5,945	-	5,945	194,546	
Michigan	28,613	142,048	170,661	46,940	80,390	127,330	12,469	11,459	23,928	2,305	573	-	5,049	283,203	
Minnesota	35,081	11,296	46,377	20,241	20,241	40,482	15,653	1,879	17,532	537	-	-	1,867	89,242	
Mississippi	35,081	11,296	46,377	20,241	20,241	40,482	15,653	1,879	17,532	537	-	-	1,867	89,242	
Missouri	67,297	42,174	109,471	44,502	33,176	77,678	31,178	-	31,178	288,644	417	-	337	774,283	
Montana	16,562	16,562	33,124	7,459	28,655	36,114	5,692	-	5,692	13,656	1,099	-	96	78,592	
Nebraska	16,562	16,562	33,124	7,459	28,655	36,114	5,692	-	5,692	13,656	1,099	-	96	78,592	
New Hampshire	7,631	12,036	19,667	4,068	10,560	14,628	5,877	-	5,877	36,904	-	-	1,020	57,324	
New Jersey	137,285	2,241	139,526	40,388	12,899	53,287	2,466	1,373	3,839	69,099	126	-	1,687	293,605	
New Mexico	35,081	11,296	46,377	20,241	20,241	40,482	15,653	1,879	17,532	537	-	-	1,867	89,242	
New York	284,659	284,659	569,318	45,086	235,475	280,561	13,164	6,500	19,664	562,160	23,669	-	39,245	601,605	
North Carolina	13,395	1,929	15,324	68,08	89,848	156,936	9,899	7,834	17,733	119,462	1,227	-	370	221,049	
North Dakota	23,109	102,079	125,188	10,794	34,715	45,508	13,424	8,925	22,349	49,318	664	-	152	190,409	
Ohio	55,715	27,625	83,340	155,794	56,447	212,241	53,468	4,758	58,226	11,378	-	-	134,449	368,752	
Oklahoma	7,457	27,625	35,082	2,915	25,712	28,627	3,876	-	3,876	-	-	-	1,460	53,576	
Oregon	48,475	35,039	83,514	10,510	26,242	36,752	7,900	-	7,900	147,565	173	-	1,000	160,538	
Rhode Island	1,030	16,613	17,643	3,182	3,182	6,364	3,876	-	3,876	23,351	156	-	1,931	30,388	
South Carolina	22,578	1,619	24,197	15,761	999	16,760	42,422	-	42,422	97,174	300	-	11,837	109,611	
South Dakota	22,578	1,619	24,197	15,761	999	16,760	42,422	-	42,422	97,174	300	-	11,837	109,611	
Tennessee	14,139	57,028	71,167	12,814	18,758	31,572	8,796	18,215	27,011	4,639	51	-	13,369	139,157	
Utah	50,658	19,895	70,553	3,445	2,981	6,426	13,543	-	13,543	10,817	1,082	-	3,128	83,665	
Vermont	27,664	10,077	37,741	62	7,748	7,810	3,596	-	3,596	270,611	11	-	2,666	282,339	
Virginia	115,966	292	116,258	79,075	12,817	91,892	35,596	5,085	40,681	31,435	274	-	9,016	187,240	
West Virginia	37,263	55,345	92,608	38,249	28,468	66,717	34,513	-	34,513	4,812	1,390	-	7,463	132,033	
Wisconsin	11,941	9,103	21,044	46,306	100,665	146,971	29,594	-	29,594	259,756	-	-	29,609	289,365	
Wyoming	87,254	34,336	121,590	46,306	35,400	81,706	9,110	7,214	16,324	-	-	-	1,973	146,582	
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	2,194,452	1,974,252	4,168,704	1,877,450	1,385,796	3,263,246	242,059	2,021,187	2,267,233	45,990	149,411	-	45,946	1,001,770	9,482,113

Total capital expenditures given in table SP-6 for State-administered highways and in table SP-6 for local roads and streets, and classified thus according to Federal-aid system. Data for toll facilities are not included.

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

Compiled for the calendar year
from reports of State Highway
Departments

(In thousands of dollars)

TABLE SP-15
SHOBT 1-79-7
REVISED 1-79-7

STATE	STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	STATE ADMINISTERED HIGHWAYS			LOCAL AID AND TRAILWAYS			TOTAL CAPITAL OUTLAY			STATE ADMINISTERED HIGHWAYS			LOCAL AID AND TRAILWAYS			TOTAL		
			STATE PRIMARY	STATE SECONDARY	TOTAL	LOCAL	TRAILWAYS	TOTAL	STATE PRIMARY	STATE SECONDARY	TOTAL	STATE PRIMARY	STATE SECONDARY	TOTAL	LOCAL	TRAILWAYS	TOTAL	STATE PRIMARY	STATE SECONDARY	TOTAL
Alabama	Birmingham	Jefferson	27,982	-	27,982	1,358	86,497	87,855	-	-	-	-	-	-	-	-	-	-	-	-
	Mobile	Shelby	5,514	-	5,514	1,376	44	1,420	-	-	-	-	-	-	-	-	-	-	-	-
	Montgomery	Madison	60	-	60	507	77	584	-	-	-	-	-	-	-	-	-	-	-	-
	Opelika	Wilcox	2,728	-	2,728	1,932	168	2,100	-	-	-	-	-	-	-	-	-	-	-	-
	Prichard	Chilton	5,660	-	5,660	6,771	72	6,843	-	-	-	-	-	-	-	-	-	-	-	-
	Tuscaloosa	Walker	3,520	-	3,520	1,311	418	1,729	-	-	-	-	-	-	-	-	-	-	-	-
	Wetumpka	Wilcox	8,782	-	8,782	3,510	499	4,009	-	-	-	-	-	-	-	-	-	-	-	-
	Wetumpka	Wilcox	8,782	-	8,782	3,510	499	4,009	-	-	-	-	-	-	-	-	-	-	-	-
	Wetumpka	Wilcox	8,782	-	8,782	3,510	499	4,009	-	-	-	-	-	-	-	-	-	-	-	-
	Wetumpka	Wilcox	8,782	-	8,782	3,510	499	4,009	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
	Phoenix	Maricopa	12,511	-	12,511	1,355	6,795	8,150	-	-	-	-	-	-	-	-	-	-	-	-
Arkansas	Fayetteville	Crawford	258	-	258	643	697	955	-	-	-	-	-	-	-	-	-	-	-	-
	Little Rock	Saline	3,110	-	3,110	3,612	-	6,697	-	-	-	-	-	-	-	-	-	-	-	-
	Springdale	Washington	1,170	-	1,170	28,798	-	29,968	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Jefferson	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
	Texarkana	Miller	1,058	-	1,058	4,972	-	6,030	-	-	-	-	-	-	-	-	-	-	-	-
California	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
	Alhambra-San Gabriel	Orange	17,437	-	17,437	35,760	78	35,838	-	-	-	-	-	-	-	-	-	-	-	-
Colorado	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Colorado Springs	El Paso	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Bridgeport	Bridgeport	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
	Wilmington	Delaware	1,456	-	1,456	8,477	-	9,933	-	-	-	-	-	-	-	-	-	-	-	-
Florida	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale-Ft. Lauderdale	Broward	2,558	-	2,558	1,779	3,791	5,350	-	-	-	-	-	-	-	-	-	-	-	-
	Fort Lauderdale																			

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

Compiled for the calendar year
from reports of State authorities

(in thousands of dollars)

TABLE 40-15
Sheet 2 of 7

STATE	COUNTY	STANDARD METROPOLITAN STATISTICAL AREA				CAPITAL OUTLAY				TOTAL CAPITAL OUTLAY				MAINTENANCE				LOCAL ROADS AND STREETS				TOTAL	
		STATE FUNDING	STATE REVENUES	STATE-AMPHIBIOUS HIGHWAYS	MINISTRIAL EXPENDITURES	TOTAL	LOCAL ROADS	MINISTRIAL STREETS	TOTAL	STATE FUNDING	STATE REVENUES	STATE-AMPHIBIOUS HIGHWAYS	MINISTRIAL EXPENDITURES	TOTAL	LOCAL ROADS	MINISTRIAL STREETS	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
Florida (Continued)		Orange	6,595	2,025	1,313	12,933	568	-	568	12,475	968	-	-	1,038	2	-	1,040	-	-	-	-	2	1,040
		Sebastian	1,659	2,689	1,799	6,247	179	-	179	6,068	1,799	-	-	1,799	-	-	1,799	-	-	-	-	1	1,799
Tennessee		Franklin	10,600	812	8,900	19,312	453	-	453	20,667	863	-	-	863	16	-	879	-	-	-	-	16	895
		Jefferson	8,135	2,955	1,511	12,601	1,457	-	1,457	11,144	2,955	-	-	2,955	-	-	2,955	-	-	-	-	-	2,955
Georgia 2		West Palm Beach	4,955	1,775	1,057	7,787	1,775	-	1,775	6,012	1,775	-	-	1,775	-	-	1,775	-	-	-	-	-	1,775
		Alachua	1,102	-	-	1,102	139	-	139	1,242	862	-	-	862	-	-	862	-	-	-	-	-	862
Alabama		Clayton	1,351	-	-	1,351	139	-	139	1,212	862	-	-	862	-	-	862	-	-	-	-	-	862
		Seale	1,177	-	-	1,177	375	-	375	1,002	862	-	-	862	-	-	862	-	-	-	-	-	862
Mississippi		DeWitt	1,701	-	-	1,701	311	-	311	1,390	475	-	-	475	-	-	475	-	-	-	-	-	475
		Clackson	1,701	-	-	1,701	311	-	311	1,390	475	-	-	475	-	-	475	-	-	-	-	-	475
Tennessee		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Tennessee		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Richmond	4,190	-	-	4,190	1,397	-	1,397	2,793	1,397	-	-	1,397	-	-	1,397	-	-	-	-	-	1,397
Mississippi		Chickasaw	2,002	-	-	2,002	139	-	139	1,863	862	-	-	862	-	-	862	-	-	-	-	-	862
		Rich																					

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

Compiled for the calendar year
from reports of county auditors

TABLE 30-15
Continued

(In thousands of dollars)

STATE	STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY				MAINTENANCE				TOTAL	
			STATE PRIMARY	STATE SECONDARY	LOCAL EXTENSION	TOTAL	LOCAL MAJOR	LOCAL MINOR	LOCAL STREETS	TOTAL	STATE PRIMARY	STATE SECONDARY
Iowa	Des Moines, Iowa State City, Iowa-Ind. Total	Des Moines	1,462	7,466	1,349	10,277	752	721	2	1,475	149	1,326
		Waukee	1,071	1,752	1,459	4,282	669	669	0	1,338	1,149	2,487
		Waukee	11,313	1,752	1,459	14,524	5,733	5,733	0	11,796	5,797	17,593
		Total	13,846	10,970	4,268	29,084	7,154	7,154	2	23,609	16,295	40,004
Kansas	Kansas City, Mo.-Kan. Total	Johnson	938	2,860	1,960	5,758	134	134	0	1,092	265	1,357
		Wyandotte	2,470	4,400	2,400	9,270	1,412	1,412	0	2,824	1,407	4,231
		Wyandotte	4,775	13,760	11,160	29,695	3,545	3,545	0	12,190	3,602	15,792
		Total	8,183	21,020	15,520	44,723	5,391	5,391	0	16,106	5,274	21,380
Kentucky	Cincinnati, Ohio-Ky. Total	Brown	6,578	7,466	8,548	22,592	27	27	0	54	716	793
		Hamilton	6,148	6,669	6,977	19,794	15	15	0	30	1,012	1,042
		Hamilton	6,135	7,990	6,670	20,795	73	73	0	146	1,378	1,524
		Total	18,861	22,125	22,195	63,181	113	113	0	230	2,106	2,336
Louisiana	New Orleans, La.-La. Total	Orleans	1,462	5,931	5,475	12,868	695	695	0	1,390	104	1,494
		Orleans	1,238	1,500	2,619	5,357	3	3	0	3	1,067	1,070
		Orleans	1,700	1,432	2,856	5,988	386	386	0	1,000	1,031	2,031
		Total	4,398	8,863	11,050	24,311	1,084	1,084	0	2,393	2,102	4,495
Maine	Portland, Me.-Me. Total	Portland	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Portland	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Portland	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Total	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
Maryland	Baltimore, Md.-Md. Total	Baltimore	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Baltimore	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Baltimore	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Total	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
Massachusetts	Boston, Mass.-Mass. Total	Boston	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Boston	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Boston	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Total	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
Michigan	Detroit, Mich.-Mich. Total	Detroit	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Detroit	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Detroit	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177
		Total	1,238	22,767	22,767	46,772	73	73	0	146	1,031	1,177

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE 37-15
 1. 40 5 1000
 51-48 7000[illegible]

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

TABLE 8-2
STATE OF TEXAS
OCTOBER 1971

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

STATE	STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY				NON-CAPITAL OUTLAY				MAINTENANCE				TOTAL	
			STATES-ADJUSTED EXPENDITURES		LOCAL ROAD AND STREETS		STATES-ADJUSTED EXPENDITURES		LOCAL ROAD AND STREETS		STATES-ADJUSTED EXPENDITURES		LOCAL ROAD AND STREETS			
			STATE	STATE	STATE	TOTAL	STATE	STATE	STATE	TOTAL	STATE	STATE	STATE	TOTAL		
			PRORATED	UNPRORATED	PRORATED	UNPRORATED	PRORATED	UNPRORATED	PRORATED	UNPRORATED	PRORATED	UNPRORATED	PRORATED	UNPRORATED		
Texas	Dallas-Fort Worth	Anderson	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Collins	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		DeWitt	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Ellis	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Garland	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Grimes	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Jefferson	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Rockwall	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Tarrant	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Total	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Texas	Houston	Alameda	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Baytown	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Beaumont	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Channelview	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Deer Park	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Houston	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Spring Branch	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		West Houston	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Wichita Falls	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Total	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Texas	San Antonio	Adkins	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Bandera	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Comstock	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Del Rio	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Fredericksburg	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Guadalupe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Hidalgo	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Jim Hogg	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		McCombs	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Total	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Texas	Austin	Anderson	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Bastrop	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Brewster	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Comal	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Concho	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Guadalupe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Hill Country	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Kimble	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Leakey	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		Total	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	

(Continued on Page 7)

STATE OBLIGATIONS FOR HIGHWAYS—1971
CHANGE IN INDEBTEDNESS DURING YEAR¹

TABLE B-3 DEBT OF STATES AND POSSESSIONS FROM REPAYMENT OF STATE OBLIGATIONS												
STATE	OBLIGATION	CLASSIFICATION 2/	OBLIGATIONS ISSUED 2/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1971	OBLIGATIONS OUTSTANDING DECEMBER 31, 1971	NET CHANGES IN STATE DEBT DECEMBER 31, 1971	EXPLANATIONS
			ORIGINAL ISSUES	REPAYMENTS	TOTAL	IF EXPIRING	IF REDEMPTION	TOTAL				
(In thousands of dollars)												
Alabama	Highway Authority Revenue Bonds—State Share	1*	287,910	-	287,910	-	-	31,130	319,040	-	301,300	
	Highway Authority Revenue Bonds—Local Share	2*	16,795	-	16,795	-	-	2,580	14,075	-	13,075	
	Bridge Revenue Bonds Assumed	6*	2,116	-	2,116	-	-	252	1,864	-	1,612	
	Bridge Revenue Bonds Assumed	7*	2,116	-	2,116	-	-	252	1,864	-	1,612	
	Total		308,937	-	308,937	-	-	33,776	355,979	-	337,604	
Alaska	State Highway Bonds	1	28,373	9,719	38,092	-	-	1,665	36,388	-	36,138	
	Permit System Bonds	2	29,115	10,020	39,135	-	-	2,580	41,715	-	41,465	
Arizona	State Highway Bonds	1*	1,800	-	1,800	-	-	200	2,600	-	2,600	
	State Highway Bonding Bonds	2	8,047	-	8,047	-	-	1,000	9,047	-	9,047	
Arkansas	State Highway Bonds	1*	1,699	-	1,699	-	-	2,849	3,548	-	3,548	
	Total		25,951	-	25,951	-	-	3,849	29,799	-	29,799	
California	Richardson Pretest Bridge Revenue Bonds	1*	48,696	-	48,696	-	-	2,800	45,896	-	45,896	
	San Bernardino Bridge Revenue Bonds	2*	48,696	-	48,696	-	-	2,800	45,896	-	45,896	
	San Bernardino Inland Bridge Revenue Bonds	3*	48,696	-	48,696	-	-	2,800	45,896	-	45,896	
	San Bernardino Inland Bridge Revenue Bonds	4*	48,696	-	48,696	-	-	2,800	45,896	-	45,896	
	Total		194,884	-	194,884	-	-	11,200	183,684	-	183,684	
Colorado	Revenue Anticipation Warrants	1*	8,560	-	8,560	-	-	1,885	10,445	-	10,445	
	State Highway Bonds	2	409,315	-	409,315	-	-	35,696	445,011	-	445,011	
Connecticut	Connecticut Turnpike Revenue Bonds	1	59,000	-	59,000	-	-	2,662	61,662	-	61,662	
	Total		67,560	-	67,560	-	-	2,662	70,222	-	70,222	
Delaware	State Highway Bonds	1	130,413	-	130,413	-	-	10,668	141,081	-	141,081	
	Delaware Turnpike Revenue Bonds	2	130,413	-	130,413	-	-	10,668	141,081	-	141,081	
	Delaware Turnpike Revenue Bonds	3	130,413	-	130,413	-	-	10,668	141,081	-	141,081	
	Delaware Turnpike Revenue Bonds	4	130,413	-	130,413	-	-	10,668	141,081	-	141,081	
	Total		521,652	-	521,652	-	-	42,712	564,364	-	564,364	
Florida	State Development Corporation Bonds	1*	128,665	-	128,665	-	-	9,496	138,161	-	138,161	
	State Road Improvement Loans—Purchase Agreements	2	128,665	-	128,665	-	-	9,496	138,161	-	138,161	
Georgia	Toll Road and Bridge Bonds Assumed	1*	6,590	-	6,590	-	-	3,395	9,985	-	9,985	
	Toll Road and Bridge Bonds Assumed	2*	6,590	-	6,590	-	-	3,395	9,985	-	9,985	
	Turnpike Authority Revenue Bonds	3*	115,000	-	115,000	-	-	4,177	119,177	-	119,177	
	Jacksonville Expressway Authority Bonds	4*	285,700	-	285,700	-	-	15,726	301,426	-	301,426	
	Total		533,845	-	533,845	-	-	23,693	557,538	-	557,538	
Hawaii	State Highway Bonds	1	37,290	-	37,290	-	-	1,294	38,584	-	38,584	
	State Highway Bonding Bonds	2	37,290	-	37,290	-	-	1,294	38,584	-	38,584	
Illinois	State Highway Bonds	1	37,290	-	37,290	-	-	1,294	38,584	-	38,584	
	State Highway Bonding Bonds	2	37,290	-	37,290	-	-	1,294	38,584	-	38,584	
Indiana	Turnpike Revenue Bonds	1*	310,710	-	310,710	-	-	8,568	319,278	-	319,278	
	Toll Bridge Revenue Bonds	2	23,132	-	23,132	-	-	10,230	33,362	-	33,362	
Iowa	Toll Bridge Revenue Bonds	1*	15,000	-	15,000	-	-	2,500	17,500	-	17,500	
	Turnpike Revenue Bonds	2	15,000	-	15,000	-	-	2,500	17,500	-	17,500	
Kansas	State Highway Bonds	1	262,605	-	262,605	-	-	6,695	269,300	-	269,300	
	State Highway Bonds	2	262,605	-	262,605	-	-	6,695	269,300	-	269,300	
Kentucky	State Highway Bonds	1	262,605	-	262,605	-	-	6,695	269,300	-	269,300	
	State Highway Bonds	2	262,605	-	262,605	-	-	6,695	269,300	-	269,300	
Louisiana	State Highway Bonds	1	262,605	-	262,605	-	-	6,695	269,300	-	269,300	
	State Highway Bonds	2	262,605	-	262,605	-	-	6,695	269,300	-	269,300	

STATE OBLIGATIONS FOR HIGHWAYS - 1971

CHANGE IN INDEBTEDNESS DURING YEAR¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	CLASSIFY- FICATION 1971	ISSUE	OBLIGATIONS ISSUED ²				OBLIGATIONS REDEEMED				OBLIGATIONS REDEEMED DECEMBER 31, 1971	STANDING FUND REDEEMPTION DECEMBER 31, 1971	NET OBLIGATIONS REDEEMED DECEMBER 31, 1971
			ORIGINAL ISSUES	RENEWING ISSUES	TOTAL	WITH CUMULATIVE AMOUNT AND DUE INTEREST	BY REDEMPTION	TOTAL					
MAINE													
Maine	1	State Highway and Bridge Bonds	55,035	-	55,035	4,253	-	4,253	99,552	-	99,552	-	99,552
	2	State Toll Bridge Bonds	1,450	-	1,450	110	-	110	1,340	-	1,340	-	1,340
	3	State Toll Bridge Bonds (United Ferry Service)	137,120	-	137,120	1,113	-	1,113	1,000,411	-	1,000,411	-	1,000,411
	4*	Pumpkin Revenue Bonds	5,700	-	5,700	-	-	-	10,513	-	10,513	-	10,513
MARYLAND													
Maryland	1*	State Highway Revenue Bonds	260,100	-	260,100	16,700	-	16,700	276,100	-	276,100	-	276,100
	2*	State Highway Revenue Bonds and Refunding Bonds	250,000	-	250,000	1,400	-	1,400	250,000	-	250,000	-	250,000
	3*	State Highway Revenue Bonds	20,150	-	20,150	1,100	-	1,100	20,150	-	20,150	-	20,150
	4*	State Highway Revenue Bonds	5,700	-	5,700	-	-	-	5,700	-	5,700	-	5,700
MASSACHUSETTS													
Massachusetts	1	Highway Improvement Loan-State Share	321,550	-	321,550	18,000	-	18,000	339,550	-	339,550	-	339,550
	2	Highway Improvement Loan-Local Share	20,000	-	20,000	1,000	-	1,000	20,000	-	20,000	-	20,000
	3	Highway Flood Road-State Share	2,179	-	2,179	114	-	114	2,179	-	2,179	-	2,179
	4	Highway Flood Road-Local Share	429,600	-	429,600	1,076	-	1,076	429,600	-	429,600	-	429,600
Massachusetts	1*	Pumpkin (East Boston Bonds) Revenue Bonds	47,374	-	47,374	1,076	-	1,076	47,374	-	47,374	-	47,374
	2*	Pumpkin (West Boston Bonds) Revenue Bonds	47,374	-	47,374	1,076	-	1,076	47,374	-	47,374	-	47,374
	3*	Pumpkin (East Boston Bonds) Revenue Bonds	47,374	-	47,374	1,076	-	1,076	47,374	-	47,374	-	47,374
	4*	Pumpkin (West Boston Bonds) Revenue Bonds	47,374	-	47,374	1,076	-	1,076	47,374	-	47,374	-	47,374
MICHIGAN													
Michigan	1*	United States Highway Revenue Bonds	410,900	-	410,900	29,915	-	29,915	440,815	-	440,815	-	440,815
	2*	United States Highway Revenue Bonds	14,997	-	14,997	1,000	-	1,000	14,997	-	14,997	-	14,997
	3*	United States Highway Revenue Bonds	14,997	-	14,997	1,000	-	1,000	14,997	-	14,997	-	14,997
	4*	United States Highway Revenue Bonds	14,997	-	14,997	1,000	-	1,000	14,997	-	14,997	-	14,997
MINNESOTA													
Minnesota	1	Trust Highway Bonds	99,000	-	99,000	1,500	-	1,500	97,500	-	97,500	-	97,500
	2	Trust Highway Bonds	15,362	-	15,362	1,500	-	1,500	13,862	-	13,862	-	13,862
	3	Trust Highway Bonds	15,362	-	15,362	1,500	-	1,500	13,862	-	13,862	-	13,862
	4	Trust Highway Bonds	15,362	-	15,362	1,500	-	1,500	13,862	-	13,862	-	13,862
MISSISSIPPI													
Mississippi	1*	State Highway Bonds	111,479	-	111,479	9,000	-	9,000	120,479	-	120,479	-	120,479
	2*	State Highway Bonds	99,000	-	99,000	9,000	-	9,000	108,000	-	108,000	-	108,000
	3*	State Highway Bonds	28,800	-	28,800	9,000	-	9,000	37,800	-	37,800	-	37,800
	4*	State Highway Bonds	28,800	-	28,800	9,000	-	9,000	37,800	-	37,800	-	37,800
MISSOURI													
Missouri	1*	Bridge Revenue Bonds	2,314	-	2,314	1,451	-	1,451	863	-	863	-	863
	2*	Bridge Revenue Bonds	2,314	-	2,314	1,451	-	1,451	863	-	863	-	863
	3*	Bridge Revenue Bonds	2,314	-	2,314	1,451	-	1,451	863	-	863	-	863
	4*	Bridge Revenue Bonds	2,314	-	2,314	1,451	-	1,451	863	-	863	-	863
MICHIGAN													
Michigan	1*	State Highway Bonds	19,000	-	19,000	1,000	-	1,000	18,000	-	18,000	-	18,000
	2*	State Highway Bonds	19,000	-	19,000	1,000	-	1,000	18,000	-	18,000	-	18,000
	3*	State Highway Bonds	19,000	-	19,000	1,000	-	1,000	18,000	-	18,000	-	18,000
	4*	State Highway Bonds	19,000	-	19,000	1,000	-	1,000	18,000	-	18,000	-	18,000
NEW HAMPSHIRE													
New Hampshire	1	State Highway Bonds	21,400	-	21,400	5,030	-	5,030	26,430	-	26,430	-	26,430
	2	State Highway Bonds	2,250	-	2,250	150	-	150	2,100	-	2,100	-	2,100
	3	State Highway Bonds	2,250	-	2,250	150	-	150	2,100	-	2,100	-	2,100
	4	State Highway Bonds	2,250	-	2,250	150	-	150	2,100	-	2,100	-	2,100
NEW JERSEY													
New Jersey	1	Highway Improvement Bonds-General and Term	165,080	-	165,080	89,700	-	89,700	254,780	-	254,780	-	254,780
	2	Highway Improvement Bonds-General and Term	165,080	-	165,080	89,700	-	89,700	254,780	-	254,780	-	254,780
	3	Highway Improvement Bonds-General and Term	165,080	-	165,080	89,700	-	89,700	254,780	-	254,780	-	254,780
	4	Highway Improvement Bonds-General and Term	165,080	-	165,080	89,700	-	89,700	254,780	-	254,780	-	254,780
NEW MEXICO													
New Mexico	1*	State Highway Bonds	1,800	-	1,800	900	-	900	900	-	900	-	900
	2*	State Highway Bonds	1,800	-	1,800	900	-	900	900	-	900	-	900
	3*	State Highway Bonds	1,800	-	1,800	900	-	900	900	-	900	-	900
	4*	State Highway Bonds	1,800	-	1,800	900	-	900	900	-	900	-	900
NEW YORK													
New York	1	State Highway Improvement Bonds-General and Term	25,695	-	25,695	1,600	-	1,600	27,295	-	27,295	-	27,295
	2	State Highway Improvement Bonds-General and Term	25,695	-	25,695	1,600	-	1,600	27,295	-	27,295	-	27,295
	3	State Highway Improvement Bonds-General and Term	25,695	-	25,695	1,600	-	1,600	27,295	-	27,295	-	27,295
	4	State Highway Improvement Bonds-General and Term	25,695	-	25,695	1,600	-	1,600	27,295	-	27,295	-	27,295
NORTH CAROLINA													
North Carolina	1	State Highway Bonds	127,000	-	127,000	11,000	-	11,000	238,000	-	238,000	-	238,000
	2	State Highway Bonds	127,000	-	127,000	11,000	-	11,000	238,000	-	238,000	-	238,000
	3	State Highway Bonds	127,000	-	127,000	11,000	-	11,000	238,000	-	238,000	-	238,000
	4	State Highway Bonds	127,000	-	127,000	11,000	-	11,000	238,000	-	238,000	-	238,000

TABLE 33-2
CHART 2 OF 3
OCTOBER 1972

STATE OBLIGATIONS FOR HIGHWAYS—1971

OBLIGATIONS OUTSTANDING AT END OF YEAR

BY TYPE OF SECURITY

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE 9B-2B
October 1972

STATE	PULP-PAPER OBLIGATION BORNE 1/			LIMITED OBLIGATION BORNE 2/			TOLL REVENUE BORNE 3/			REDEMPTION OBLIGATION ASSUMED 4/			TOTAL OBLIGATIONS		
	FOR FREE RIGHTWAYS	FOR TOLL FACILITIES	TOTAL	FOR FREE RIGHTWAYS	FOR TOLL FACILITIES	TOTAL	CROSSING BORNE	ROAD BORNE	TOTAL	FOR FREE RIGHTWAYS	FOR TOLL FACILITIES	TOTAL	FOR FREE RIGHTWAYS	FOR TOLL FACILITIES	TOTAL
Alabama	36,438	29,956	66,394	390,123	-	390,123	-	-	-	2,896	-	2,896	352,979	29,956	382,979
Alaska	5,208	-	5,208	2,600	-	2,600	-	-	-	-	-	-	36,438	-	36,438
Arizona	-	-	-	-	-	-	-	-	-	-	-	-	2,600	-	2,600
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	2,600	-	2,600
California	460,830	135,858	596,688	7,095	-	7,095	143,324	-	143,324	-	-	-	7,095	-	7,095
Connecticut	1,384,516	-	1,384,516	280,997	-	280,997	105,800	42,097	147,897	90	-	90	160,830	147,897	308,727
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	136,486	-	136,486
Florida	-	-	-	118,098	379,181	497,279	-	-	-	34,599	3,431	37,030	132,607	622,088	754,695
Georgia	-	-	-	275,165	-	275,165	-	-	-	-	-	-	275,165	-	275,165
Idaho	77,860	-	77,860	-	-	-	-	-	-	-	-	-	77,860	-	77,860
Illinois	50,000	-	50,000	-	-	-	146,002	146,002	146,002	-	-	-	90,000	146,002	236,002
Indiana	-	-	-	-	-	-	3,700	202,902	206,602	-	-	-	206,602	-	206,602
Iowa	-	-	-	-	-	-	2,125	146,918	149,043	-	-	-	12,125	-	12,125
Kansas	-	-	-	-	-	-	-	-	-	-	-	-	14,918	-	14,918
Kentucky	255,600	-	255,600	776,243	-	776,243	2,737	-	2,737	-	-	-	255,600	-	255,600
Louisiana	29,552	3,590	33,142	90,440	-	90,440	46,560	90,481	137,041	-	-	-	29,552	3,590	33,142
Maine	-	-	-	283,206	-	283,206	290,000	90,000	380,000	-	-	-	283,206	-	283,206
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Massachusetts	409,487	-	409,487	390,965	-	390,965	61,767	418,368	480,135	-	-	-	409,487	-	409,487
Michigan	124,477	-	124,477	177,439	-	177,439	93,093	-	93,093	-	-	-	380,965	93,093	474,058
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	177,439	-	177,439
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri	-	-	-	-	-	-	1,131	-	1,131	33	-	33	18,000	1,131	18,131
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	26,420	29,547	55,967	-	-	-	17,460	935,952	953,412	-	-	-	26,420	29,547	55,967
New Hampshire	29,011	29,570	58,581	-	-	-	-	-	-	-	-	-	29,011	29,570	58,581
New Mexico	-	-	-	2,800	-	2,800	-	-	-	-	-	-	2,800	-	2,800
New York	1,183,020	430,000	1,613,020	-	-	-	316,121	374,048	590,169	-	-	-	1,183,020	590,169	1,773,189
North Carolina	299,000	-	299,000	-	-	-	-	-	-	-	-	-	299,000	-	299,000
North Dakota	-	-	-	974,130	-	974,130	1,866	-	1,866	-	-	-	974,130	-	974,130
Oklahoma	-	-	-	298,500	-	298,500	54,287	-	54,287	-	-	-	298,500	-	298,500
Oregon	15,800	18,800	34,600	-	-	-	-	-	-	-	-	-	15,800	18,800	34,600
Pennsylvania	698,715	31,000	729,715	436,400	-	436,400	115,600	202,483	348,083	-	-	-	698,715	31,000	729,715
Rhode Island	142,004	-	142,004	-	-	-	30,000	-	30,000	-	-	-	142,004	-	142,004
South Carolina	15,500	-	15,500	-	-	-	-	-	-	-	-	-	15,500	-	15,500
South Dakota	172,600	-	172,600	-	-	-	-	-	-	-	-	-	172,600	-	172,600
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utah	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	82,355	-	82,355	-	-	-	309,035	-	309,035	-	-	-	82,355	-	82,355
Virginia	-	-	-	244,740	-	244,740	67,382	-	67,382	-	-	-	244,740	-	244,740
West Virginia	320,776	-	320,776	-	-	-	133,000	-	133,000	-	-	-	320,776	-	320,776
Wisconsin	83,220	-	83,220	-	-	-	-	-	-	-	-	-	83,220	-	83,220
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	5,116,258	894,321	6,010,579	3,918,147	1,764,385	4,682,532	3,678,325	5,016,104	8,694,429	17,949	3,431	21,380	8,712,354	7,676,301	15,388,655

1/ Full-credit obligations are assumed by the general taxing power of the State, in addition to a usual pledge of road-user revenues or tolls for debt service.

2/ Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

3/ Revenue bonds are secured solely by earnings from operation of the facility, or contributions for road use on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-credit" obligations, but the legal status is not always clear.

4/ Revenue bonds are secured solely by earnings from operation of the facility, or contributions for road use on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-credit" obligations, but the legal status is not always clear.

STATE OBLIGATIONS FOR HIGHWAYS—1971
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICETABLE 3-3
OCTOBER 1972Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

FROM REPORT OF STATE RECEIPTS													BALANCE IN	RECEIPTS APPLICABLE TO DEBT SERVICE													DISBURSEMENTS				BALANCE IN																																																																																																																																																																																																																																																																																																																	
STATE	OBLIGATIONS			STRIKING OR RESERVE 1971	TOTAL RECEIPTS	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNING OF INVESTMENT	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	AMOUNT PAID TOWARD EXT.	TOTAL INTEREST-PAID TOWARD EXT.	ADDITIONAL PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL RECEIPTS	PAID TOWARD EXT.	TOTAL

STATE OBLIGATIONS FOR HIGHWAYS—1971

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE 38-3
OCTOBER 1972

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN STANDING FUND RESERVE JANUARY 1971
	ISSUE	CLASSI- FICA- TION A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	STANDING FUND RESERVE JANUARY 1971	REGISTRY- RECORD NUMBER		TOLLS	PROCEEDS OF SALE OF BONDS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST ON BONDS	TOTAL ADDITIONAL PAID FOR BONDS Etc.	TOTAL INTEREST ON BONDS	REDEMPTIONS			TOTAL DE- BIT AMOUNT JANUARY 1971		
				AD VALOREM	REDEMPTION								TOTAL					
Louisiana	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
Maine	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
Maryland	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
Massachusetts	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
Michigan	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
Minnesota	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
Mississippi	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
Missouri	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
Montana	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
New Hampshire	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
New Jersey	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
New Mexico	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
New York	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		
North Carolina	State Highway Bonds	A	6,610	6,610	-	5	-	44	6,999	2,966	2,966	4,763	4,763	4,763	4,763	4,763		
	Toll Bridge Bonds	B	5,580	5,580	6,999	5	387	116	4,448	12,448	4,448	399	2,463	5,750	5,750	5,750		
Ohio	State Highway Bonds	A	18,084	21,440	-	107	232	5	6,911	28,660	12,663	63	13,068	10,740	31,768	15,906		
	Toll Bridge Bonds	B	11,915	11,915	321	107	913	5	6,911	30,268	15,568	63	2,463	20,668	20,668	20,668		

STATE OBLIGATIONS FOR HIGHWAYS—1971
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE^{1/}TABLE SB-1
SHOWN 3 OF 3
OCTOBER 1972

STATE	OBLIGATIONS	CLASSIFICATION	BALANCE IN				RECEIPTS APPLICABLE TO DEBT SERVICE				DISBURSEMENTS				BALANCE	
			FUND OR FUND FOR	FUND FOR	FUND FOR	FUND FOR	RECEIPTS	RECEIPTS	RECEIPTS	RECEIPTS	TOTAL RECEIPTS	TOTAL RECEIPTS	TOTAL RECEIPTS	TOTAL RECEIPTS	TOTAL RECEIPTS	TOTAL RECEIPTS
			JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971	JAN. 1, 1971
Alabama	Turkey Roads	B	109,135	3,198	1,031	3,198	-	23,789	16,780	-	16,780	90,918	4,100	94,618	111,398	21,946
Oregon	State Highway Bonds	A	1,417	11,320	694	694	2	-	11,312	1,945	12	1,937	5,130	-	6,707	5,782
	State Highway Bonds	B	1,417	11,320	694	694	2	-	11,312	1,945	12	1,937	5,130	-	6,707	5,782
	Total															
Pennsylvania	State Highway Bonds	A	12,648	75,942	199	199	1,617	-	75,798	45,560	30	45,590	22,792	-	22,792	77,085
	Turkey Roads	B	16,992	75,942	199	199	2,782	-	113,438	37,771	60	37,831	28,194	-	28,194	143,779
	Total															
Rhode Island	State Highway Bonds	A	3,419	12,679	17	17	118	-	12,804	4,706	-	4,706	8,375	-	8,375	3,666
	Turkey Roads	B	3,419	12,679	17	17	198	-	14,634	7,584	-	7,584	8,375	-	8,375	2,616
	Total															
South Carolina	State Highway Bonds	A	1,042	-	-	-	68	-	236	28	296	284	-	-	284	514
	Reimbursement Obligations Assumed	C	1,042	-	-	-	68	-	706	28	296	284	-	-	284	514
	Total															
Tennessee	State Highway Bonds	A	11,116	-	-	-	273	-	13,399	5,257	32	5,289	8,100	-	8,100	13,389
Texas	Turkey Roads	B	3,093	-	7,377	-	205	-	7,582	2,239	-	2,239	6,011	-	6,011	3,621
	Reimbursement Obligations Assumed	C	3,093	-	7,377	-	336	-	7,918	2,575	-	2,575	6,011	-	6,011	3,621
	Total															
Vermont	State Highway Bonds	A	-	8,698	-	-	-	-	8,698	3,588	-	3,588	5,170	-	5,170	8,698
Virginia	Turkey and Toll Bridge Bonds	B	37,678	-	31,630	869	998	-	33,437	11,892	-	11,892	22,593	-	22,593	17,308
Washington	State Highway Bonds	A	9,316	17,331	5,345	153	801	-	18,485	6,408	-	6,408	10,742	-	10,742	10,418
	Toll Bridge Bonds	B	2,899	2,657	96	96	1,197	-	4,195	1,315	-	1,315	1,488	-	1,488	3,683
	State Bonds for Local Roads	D	11,995	24,637	5,345	849	998	-	33,809	12,594	-	12,594	16,735	-	16,735	13,777
	Total															
West Virginia	State Highway Bonds	A	1,253	21,467	125	125	72	-	21,671	19,578	315	19,893	10,738	-	10,738	3,127
	Turkey and Toll Bridge Bonds	B	2,895	21,467	125	125	195	-	23,676	19,578	354	19,932	10,738	-	10,738	2,687
	Total															
Wisconsin	State Highway Bonds	A	4,655	-	-	-	-	-	4,655	3,475	-	3,475	1,130	-	1,130	-
	Reimbursement Obligations Assumed	C	4,655	-	-	-	-	-	4,708	3,475	-	3,475	1,233	-	1,233	-
	Total															
Dist. of Col.	Highway Construction Bonds	A	4,995	-	-	-	-	-	4,995	3,330	-	3,330	1,575	-	1,575	4,995
Summary	State Highway Bonds	A	377,572	714,061	3,087	3,087	21,877	-	11,560	773,365	130,280	1,302	331,282	444,473	444,473	174,768
	Turkey and Toll Bridge Bonds	B	31,630	101,496	101,496	101,496	49,999	-	3,165	288,034	1,090	290,699	34,733	-	34,733	174,768
	State Bonds for Local Roads	D	1,195	24,637	5,345	849	998	-	33,809	12,594	-	12,594	16,735	-	16,735	13,777
	Total for State Bonds & Bridges															
	State Bonds for Local Roads	D	1,195	24,637	5,345	849	998	-	33,809	12,594	-	12,594	16,735	-	16,735	13,777
	Total															
	Grand Total															

1/ See table SB-1 for general notes on SB series. The following States reported no indebtedness during 1971: Idaho, Montana, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues.

3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

Source: U.S. Department of Transportation, Bureau of Public Roads, Washington, D.C.

Notes: Data for Louisiana and Mississippi; from concessionaires and reports in Maine and New York; from general fund appropriations in Alaska.

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1971¹

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-3B
SHEET 1 OF 2
OCTOBER 1972

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCE ON JANUARY 1, 1971, 2/		HIGHWAY USER RESERVES FOR CONSTRUCTION, OPERATION, ETC.	ROAD CROSSING TOLLS	RECEIPTS FROM ISSUE OF SONGS	NET INCOME FROM LICENSES AND REPAIRS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR CONSTRUCTION, OPERATION, ETC.						
Alaska	Alaska Ferry System	Alaska Department of Public Works	216	1,704	-	7,147	1,096	-	3/	14,594
Arkansas	Mississippi River Bridge (Hebru-Francis Point)	Arkansas State Highway Department	610	569	-	461	-	69	-	530
California	San Francisco-Oakland Bay and San Mateo-Landsend Bridges Carquinez Straits Bridge Golden Gate Bridge San Pedro-Torrey Pines Bridge (Vincent Thomas) San Joaquin-Sacramento Bridge Total	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority Total	488 1,170 1,682 612 7,130 11,072	1,170 5,810 1,148 1,148 1,148 11,072	3,594 1,042 1,042 1,042 1,042 11,072	22,669 6,798 1,566 1,566 1,566 23,167	276 499 97 97 97 3,066	779 46 63 63 63 1,042	-	27,399 8,237 1,919 1,919 1,919 49,336
Connecticut	Charter Oak, William H. Pottam, and John Bissell Bridges Ontonagon-Jordan Bridge Thames River Bridge Meritt and Milbur Cross Parkways Hartford-Hartford Bridge Rocky Hill-Glastonbury, Chester-Baldwin Parkways Total	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Total	130 220 2,601 - 107 18,119 17,265	1,833 - 642 - - 2,601 5,283	1,833 - 642 - - 2,601 5,283	1,760 - 267 3,889 26,818 3,757	14 2 115 - 2,966 3,097	-	-	3,607 145 145 4,058 36,783 45,558
Delaware	Delaware Memorial Bridge and Lower-Cape May Ferry John J. Hartranft Memorial Highway Total	Delaware River and Bay Authority Delaware State Highway Department Total	6,123 2,000 8,123	10,661 17,152 27,813	-	12,720 17,574 30,294	-	15 1,145 1,160	4	13,638 18,719 32,357
Florida	Sunshine Skyway (Lower Tampa Bay Bridge) Miami Beach Street and East-West Expressways Pinellas Bayway Gandy Bridge St. George Island Bridge Panama Canal Bridge Jacksonville Expressway System Florida's Turnpike Brevard Parkway Lee Ivey Expressway St. George Island Ferries Cape Coral Bridge Central Florida Expressway Total	Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Santa Rosa Island Authority Jacksonville Expressway Authority Florida State Turnpike Authority Florida State Road Department Orange County Expressway Authority Florida State Road Department Florida State Road Department Florida State Road Department Total	1,965 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923 1,923	3,755 8,662 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048	3,755 8,662 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048 3,048	1,810 28,198 3,693 3,693 3,693 3,693 3,693 3,693 3,693 3,693 3,693 3,693 3,693 3,693	27 15 15 15 15 15 15 15 15 15 15 15 15 15	-	1,897 28,199 1,860 1,860 1,860 1,860 1,860 1,860 1,860 1,860 1,860 1,860 1,860 1,860	
Illinois	Northern Illinois Toll Highway System	Illinois State Toll Highway Authority	19,235	28,702	-	98,598	133,625	8,992	1,806	203,696
Indiana	Wabash National, Wabashport-Muncie, Newmarket-Cambden Bridges Indiana Turnpike Total	Indianapolis Toll Commission Indianapolis Toll Commission Total	983 13,268 14,251	704 20,864 21,568	-	779 19,621 20,400	-	49 1,289 1,338	-	808 23,817 25,125
Iowa	Marengo Bridge	Iowa State Highway Commission	61	1	-	222	2,065	-	53	2,340
Kansas	Kansas Turnpike System	Kansas Turnpike Authority	2,128	12,726	-	14,743	-	809	1,107	16,900
Kentucky	Earl C. Clements (Shenstone) Bridge Kentucky Turnpike (Louisville-Knoxton) Kentucky Turnpike System Total	Kentucky Department of Highways Kentucky Department of Highways The Turnpike Authority of Kentucky Total	- 3,609 122,650 126,259	546 720 28,000 29,266	86 12,177 12,177 12,177	367 6,472 9,945 10,522	-	15 941 10,522 10,522	-	468 7,130 20,662 28,250

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1971

TABLE SF-38
SHEET 2 OF 3
OCTOBER 1972

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1971		ROAD CROSSING TOLLS	BOATLIPS INCOME FROM BOATS	NET INCOME FROM RENTALS AND FEES	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR OPERATION, ETC.	RESERVES FOR CONSTRUCTION, ETC.					
Louisiana	Mississippi River Bridge (New Orleans): Canal Street, Gretna-Jackson Ave., and Chalmette-Alders Perries	Mississippi River Bridge Authority	2,394	10,420	-	-	579	48	4,184
	Sunshine Bridge (Donaldsonville)	Associated-St. James Bridge and Ferry Authority	377	11,558	611	-	117	109	1,691
	Total		2,762	21,978	611	-	696	157	5,185
Maine	Carlton Bridge	Maine State Highway Commission	-	240	-	-	9	68	77
	Hamlin Bridge	Maine State Highway Commission	-	70	183	-	-	4	187
	Jonsonport Beach Bridge	Maine State Highway Commission	2,663	5,210	-	-	439	12	12,177
	Maine Ferry Service	Maine Port Authority	2,786	5,558	11,776	-	108	2	33,395
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; Baltimore Harbor Tunnel	Maryland State Roads Commission	164,822	13,321	23,668	-	11,892	1	35,951
	Johns Highway Memorial Highway	Maryland State Roads Commission	18,468	5,126	11,469	-	13,175	-	50,666
	Total		183,290	18,447	35,137	-	25,067	1	86,617
Massachusetts	Maurice J. Tobin (Mystic River) Bridge	Massachusetts Port Authority	1,149	1,163	5,072	-	240	-	5,531
	South Bay Bridge	Massachusetts Port Authority	1,469	2,143	16,389	-	2,260	300	49,200
	Massachusetts Turnpike and Extension	Massachusetts Turnpike Authority	9,400	29,281	47,056	-	2,774	300	85,674
	Total		12,018	32,587	68,517	-	2,974	600	155,412
Michigan	Maclean Straits Bridge	Maclean Bridge Authority	943	8,676	3,720	-	672	12	8,494
	Sault Ste. Marie Bridge	Sault Ste. Marie Bridge Authority of Michigan	495	973	1,400	-	59	11	2,488
	Total		1,438	9,649	5,120	-	731	23	9,982
Mississippi	Bay St. Louis Bridge	Mississippi State Highway Department	-	973	-	-	12	-	986
	Pasco Bridge (Kansas City)	Missouri State Highway Commission	443	344	1,459	-	15	-	1,948
	Maine-New Hampshire Interstate Bridge	Maine-New Hampshire Interstate Bridge Authority	4,632	-	90	-	240	7	1,166
	New Hampshire Turnpike System	New Hampshire Department of Public Roads and Highways	1,167	3,469	5,975	-	13	68	6,096
New Jersey	Total		5,799	3,813	6,394	-	253	75	7,222
	Delaware River Joint Toll Bridge	Delaware River Joint Toll Bridge Authority	7,540	6,851	6,187	-	644	62	6,893
	New Jersey Turnpike System	New Jersey Turnpike Authority	63,432	151,128	70,104	-	15,240	345	91,019
	Atlantic City Expressway	New Jersey Expressway Authority	35,503	31,003	47,740	-	4,597	104	134,552
New York	Total		110,575	187,982	117,931	-	19,977	454	237,133
	Klinton, Hip Van Winkle, Mid-Hudson, Bear Mountain and Neversink-Bacon Bridges	New York State Bridge Authority	2,650	3,345	5,630	-	204	22	5,956
	Thousand Islands Bridges	Lake Champlain Bridge Commission	711	-	1,097	-	46	-	273
	Peace Bridge	Buffalo and P. Erie Public Bridge Authority	29	285	1,033	-	-	2	2,753
New Hampshire	Rainbow, Lewiston-Sawenston and Whirlpool Beside Bridges	Maine State Highway Commission	1,177	2,276	2,666	-	158	224	3,044
	George Washington and States Island Bridges; Rolland and Cornwall-Morris Bridge	Port of New York Authority	20,037	-	78,287	-	1,207	-	79,546
	Long Island Soundway; Southern State Parkway	Queensbridge Bridge and Port Authority Corporation	-	-	435	-	1	76	536
	Hutchinson River and Saw Mill River Parkways	Southern State Parkway Authority	259,812	-1,940	7,104	-	136	248	7,560
New Jersey	Thomas E. Dewey Turnpike	Port Hudson Turnpike Authority	74,833	49,668	4,639	-	617	46	111,433
	Total	New York State Turnpike Authority	259,812	72,690	200,339	-	6,177	1,145	521,045

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1971¹Compiled for the calendar year—
from reports of State authorities

(in thousands of dollars)

TABLE SP-3B
SUMMARY OF
OCTOBER 1972

STATE	NAME OF FACILITY	OPERATING AUTHORITY	REVENUES IN JANUARY 1, 1971, 2/	REVENUES FROM TOLLS	REVENUES FROM INVESTMENT	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES
			MODERATE-CONSTRUCTION, OPERATION, ETC.	REVENUES FROM TOLLS	REVENUES FROM INVESTMENT	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES	REVENUES FROM OTHER SOURCES
North Carolina	Cedar Island and Southport-Ft. Fisher Ferries	North Carolina State Highway Commission	-	-	1,566	293	-	-	1,859
Ohio	Portsmouth-Pullerton and Ironton-Bassett Bridges	State Bridge Commission of Ohio	281	286	-	835	22	-	869
	Ohio Turnpike Authority	Ohio Turnpike Authority	1,768	17,703	-	11,913	1,762	11	16,496
	Total		2,049	17,989	-	12,748	1,784	22	17,365
Oklahoma	Will Rogers Turnpike System	Oklahoma Turnpike Authority	1,576	6,850	-	4,851	532	204	8,987
	Oklahoma Turnpike Authority	Oklahoma Turnpike Authority	2,000	10,155	-	17,465	7,413	105	25,033
	Total		3,576	17,005	-	12,316	1,277	309	26,020
Oregon	Astoria-Mt. Alice Bridge	Oregon State Highway Department	-	-	500	827	-	2/	1,327
Pennsylvania	Delaware River Bridge	Delaware River Port Authority	9,745	48,245	-	48,845	6,844	31	55,699
	Delaware River Port Authority	Delaware River Port Authority	20,076	20,076	-	70,159	2,044	206	72,485
	Chesapeake Bay Bridge and Tunnel	Chesapeake Bay Bridge and Tunnel	135,115	135,115	-	1,115	2,073	352	138,655
	Total		135,866	153,436	-	95,549	10,366	389	176,149
Rhode Island	Mt. Hope and Jamestown-Porter Bridges	Rhode Island Turnpike and Bridge Authority	3,375	262	-	2,549	-	23	2,897
Texas	Dallas-Ft. Worth Turnpike System	Texas Turnpike Authority	5,282	3,016	-	9,133	999	112	15,431
	Dallas-Ft. Worth Turnpike System	Texas Turnpike Authority	5,714	1,763	-	11,978	1,655	21	17,463
	Total		11,000	4,779	-	21,111	1,655	133	22,913
Virginia	Robert O. Norris Jr., James River and George P. Coleman	Virginia Department of Highways	5,130	3,993	261	11,099	354	8	11,723
	Elizabeth River Bridge and Tunnel	Elizabeth River Bridge and Tunnel	1,463	3,064	-	5,333	162	5/	5,967
	Chesapeake Bay Bridge and Tunnel	Chesapeake Bay Bridge and Tunnel	1,901	4,001	-	9,072	492	700	10,265
	Boulevard Bridge	Richmond Metropolitan Authority	-	-	-	499	1,090	-	1,589
	Port of Richmond	Richmond Metropolitan Authority	2,466	1,862	-	11,676	99,235	335	101,646
	Richmond Metropolitan Authority	Richmond Metropolitan Authority	2,466	1,862	-	11,676	99,235	335	101,646
	Suffolk-Virginia Beach Toll Road	Virginia Department of Highways	4,187	2,898	99	3,287	261	5	3,793
	Jamestown Ferry	Virginia Department of Highways	16,225	17,678	705	47,114	90,735	2,095	140,629
	Total		36,297	37,678	1,000	111,311	101,311	1,000	213,622
Washington	Mt. St. Helens Bridge	Washington Toll Bridge Authority	99	28	-	366	5	-	465
	Port Washington Inshore Bridge	Washington Toll Bridge Authority	2,125	2,125	-	1,661	133	-	3,919
	Samuel Hill (Blaine Rapids) Bridge	Washington Toll Bridge Authority	104	262	-	706	119	-	1,191
	Samuel Hill (Blaine Rapids) Bridge	Washington Toll Bridge Authority	104	262	-	706	119	-	1,191
	Samuel Hill (Blaine Rapids) Bridge	Washington Toll Bridge Authority	104	262	-	706	119	-	1,191
	Total		2,436	3,078	2,760	14,482	399	114	18,056
	Washington State Highway Commission	Washington State Highway Commission	4,765	2,765	-	2,000	399	-	7,929
West Virginia	Marshall Bridge	West Virginia State Road Commission	500	238	-	112	-	-	638
	Marshall Bridge	West Virginia State Road Commission	500	238	-	112	-	-	638
	Marshall Bridge	West Virginia State Road Commission	500	238	-	112	-	-	638
	Marshall Bridge	West Virginia State Road Commission	500	238	-	112	-	-	638
	Total		9,657	638	-	942	682	-	11,281
	Marshall Bridge	West Virginia Turnpike	5,735	1,697	-	7,433	176	-	10,008
	Total		15,392	2,335	-	16,855	858	-	23,043
Summary	Total Bridge and Tunnel Facilities		319,848	171,465	21,431	897,036	31,019	671	1,329,743
	Total Road Facilities		492,400	630,707	21,431	1,329,069	80,013	671	1,963,392
	Grand Total		812,248	802,172	42,862	2,226,105	111,032	1,342	3,293,135

2/ See table SP-21 for general notes on SP series. Tables SP-3B and 3C are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned by the State, (B) those owned by local authorities, and (C) those owned by the State and local authorities.

3/ Includes \$460,000 general fund appropriation.

4/ Includes \$100,000 general fund appropriation.

5/ Includes \$100,000 general fund appropriation.

6/ Includes \$100,000 general fund appropriation.

7/ Includes \$100,000 general fund appropriation.

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1971¹

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1971¹Compiled for the calendar year
from reports of State authorities

STATE	NAME OF FACILITY	CAPITAL OUTLAY \$	MAINTENANCE AND OPERATIONS \$	ADMINIS- TRATION AND LANDING FACILITIES \$	HIGHWAY LAW ENFORCE- MENT \$	INTEREST ON BOND ISSUE \$	REFURB- ISHMENT OF ROAD- WAY \$	FUND TRANSFERS DIRECT OR FOR OTHER PURPOSES \$	TOTAL DISBURSE- MENTS \$	BALANCE ON OCTOBER 31, 1971 \$	RESERVE FOR DEBT SERVICE \$
Louisiana	Mississippi River Bridge (New Orleans), Canal Street Ferry, Gratiot- Sunshine Bridge (Donaldsonville) Total	-	1,007	362	172	1,565	1,365	4,471	1,108	11,409	-
Maine	Oxford Bridge Jonesport Reach Bridge White Turnpike Jaffrey Ferry Service Total	-	1,007	362	172	1,565	1,365	4,471	1,108	11,409	-
Maryland	Burgess, Potomac, and Chesapeake Bay Bridges; Baltimore Harbor Tunnel Johns Hopkins Memorial Highway Total	56,947	13,896	1,414	784	11,134	1,260	73,867	118,717	21,110	-
Massachusetts	Worcester J. Tobin (Worcester River) Bridge East Boston Tunnel Massachusetts Turnpike and Extension Total	1,219	1,365	316	38	273	741	2,290	2,657	1,567	-
Michigan	McQuinn State Bridge Sault Ste. Marie Bridge Total	-	794	370	-	3,499	4,171	8,676	661	8,147	-
Mississippi	Bay St. Louis Bridge	-	-	-	-	4,072	4,349	10,134	1,134	1,139	-
Missouri	Pasco Bridge (Kansas City)	-	347	59	-	169	1,188	1,763	1,763	601	-
New Hampshire	Wain-Now Hampshire Interstate Bridge New Hampshire Turnpike System Total	13	309	53	14	777	1,632	375	5,423	2,937	-
New Jersey	Various Toll Bridges Garden State Parkway Atlantic City Expressway Total	2,108	1,820	1,775	1,719	984	1,010	8,118	8,118	1,316	-
New York	Beacon Bridges Thousand Islands Bridge Peace Bridge Rainbow, Lewis-Whitcomb and Whitpool Rapids Bridges Tunnels Ogdensburg-Prescott Bridge Long Island Causeway Southern State Parkway Hudson River and Saw Mill River Parkways Tunnels Total	106	1,770	511	-	1,031	1,463	4,901	4,901	2,946	-
North Carolina	Cedar Island Southport-Ft. Fisher Ferries	-	1,859	-	-	-	-	-	1,859	-	-

RECEIPTS OF COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1970¹

TABLE 12-1
SEPTEMBER 1971

FIGURES ARE NOT NECESSARILY THE
REPORTS OF STATE AND LOCAL AGENCIES

STATE	PROPERTY TAXES EXCEPT SPECIAL ADDITIONAL TAXES	LOCAL GENERAL FUNDING	LOCAL ADDITIONAL FUNDING	OTHER LOCAL FUNDING	ROAD AND TRAVEL TOLLS	TRAFFIC TAXES	MOTOR VEHICLE TAXES	TOTAL	MULTI- CAPITAL TITLE	STATE				TOTAL	STATE		
										REGIS- TRATION	OTHER	TOTAL	FEDERAL				
Alaska 2	9,905	-	3,319	-	-	-	1,042	13,566	-	47,796	-	47,796	293	47,499	294		
Arizona 2	5,597	2,555	-	-	-	-	466	8,618	-	14,174	-	14,174	586	14,004	586		
Arkansas 2	4,401	1,081	-	-	-	-	583	6,065	-	14,174	-	14,174	1,010	13,164	1,010		
California 2	10,599	10,599	-	1,046	7,849	29,028	9,890	53,966	10	21,466	3,799	25,265	2,914	22,351	2,914		
Colorado 2	2,896	-	-	-	-	-	-	2,896	-	5,063	-	5,063	71	4,995	71		
Connecticut 2	18	-	-	-	-	-	-	18	-	-	-	-	-	-	-		
Delaware 2	13,862	7,313	7,313	2,519	2,705	36	1,175	33,693	-	18,948	9,700	28,648	1,566	29,442	1,566		
Florida 2	4,952	8,156	8,156	1,312	1,312	477	1,312	12,229	-	9,317	2,311	11,628	1,983	9,645	1,983		
Georgia 2	6,575	70	-	-	-	-	-	77,455	-	13,651	-	13,651	1,170	12,481	1,170		
Idaho 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Illinois 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Indiana 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Iowa 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Kansas 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Kentucky 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Louisiana 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Maine 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Marshall 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Massachusetts 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Michigan 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Minnesota 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Mississippi 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Missouri 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Montana 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Nebraska 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Nevada 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
New Hampshire 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
New Jersey 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
New Mexico 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
New York 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
North Carolina 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Ohio 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Oklahoma 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Oregon 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Rhode Island 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
South Carolina 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Tennessee 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Texas 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Vermont 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Virginia 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Washington 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
West Virginia 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Wisconsin 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Wyoming 2	9,905	13,600	2	905	169	4	1,745	27,451	-	13,651	-	13,651	56	13,595	56		
Total	706,183	387,559	49,637	70,761	23,637	44,313	56,274	1,498,962	7,981	1,498,962	55,794	1,554,756	179,105	1,733,861	1,733,861		

¹ This table is one of a series providing data on state and local revenue sources. Tables 12-1 and 12-2 summarize the data for all states and the District of Columbia. Table 12-1 includes data on state and local revenue sources for the years 1960-1970. Table 12-2 includes data on state and local revenue sources for the years 1960-1970. The data are presented in thousands of dollars.

² This table is one of a series providing data on state and local revenue sources. Tables 12-1 and 12-2 summarize the data for all states and the District of Columbia. Table 12-1 includes data on state and local revenue sources for the years 1960-1970. Table 12-2 includes data on state and local revenue sources for the years 1960-1970. The data are presented in thousands of dollars.

³ This table is one of a series providing data on state and local revenue sources. Tables 12-1 and 12-2 summarize the data for all states and the District of Columbia. Table 12-1 includes data on state and local revenue sources for the years 1960-1970. Table 12-2 includes data on state and local revenue sources for the years 1960-1970. The data are presented in thousands of dollars.

TABLE LF-2
9577488 1072155

DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1970¹

CLASSIFIED BY FUNCTION

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LF-21
SEPTEMBER 1972

STATE	CAPITAL OUTLAY				MAINTENANCE				MISCELLANEOUS			
	RIGHT-OF-WAY ^{2/}	PRELIMINARY, CONSTRUCTION ENGINEERING ^{3/}	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICES	TOTAL	ADMINISTRATION	TRAFFIC POLICE ^{4/}	OTHER	TOTAL
Alabama ^{5/}	163	1,618	16,155	17,936	34,711	-	-	34,711	1,882	180	14	2,076
Alaska ^{6/}	385	557	-	9,876	9,897	-	609	10,506	907	-	-	907
Arizona	215	-	2,676	2,891	18,049	-	-	18,049	1,211	206	-	1,417
Arkansas	14,217	-	112,170	126,387	69,002	396	10,730	81,028	20,580	970	56	21,606
California	168	786	11,087	11,981	20,119	1,038	630	21,787	3,444	982	-	4,426
Colorado	2,321	-	1,002	1,002	4,821	1,319	8	6,148	385	3	-	388
Connecticut	-	-	-	-	-	-	-	-	446	-	-	446
Delaware ^{7/}	838	637	7,970	9,445	37,138	-	284	37,422	1,837	8,663	904	11,404
Florida	1,375	-	16,023	17,398	29,932	-	400	30,332	1,932	3,948	4	5,484
Georgia	2,121	-	9,091	11,212	7,430	-	-	7,430	4,334	718	1,647	6,099
Hawaii	103	25	4,547	4,675	9,647	339	55	10,041	1,660	963	-	2,631
Idaho	2,763	4,375	48,666	55,804	78,268	2,500	2,225	82,993	13,456	712	17,522	29,690
Illinois	127	-	29,156	29,283	15,903	2,112	4,284	42,299	5,919	260	-	6,179
Indiana	2,583	2	34,952	37,537	55,311	2,497	-	57,808	6,892	102	-	6,994
Iowa	274	1,618	17,224	19,116	38,946	9	40	38,995	2,169	159	-	2,328
Kansas	43	8	783	834	9,700	120	-	9,820	563	86	-	649
Kentucky	946	1,141	7,246	9,333	26,468	-	98	26,566	2,460	-	57	2,517
Louisiana	-	-	967	967	2,894	2,935	3	5,832	342	42	-	384
Maine	1,025	1,145	14,596	16,766	17,882	2,383	1,099	21,364	6,103	4,450	736	11,289
Maryland ^{5/}	35	67	3,989	4,091	6,632	2,528	90	9,290	3,375	7	-	3,382
Massachusetts	250	-	29,532	29,532	51,399	14,162	3,819	69,380	13,801	392	-	14,151
Michigan	1,636	4,657	47,543	53,816	39,714	7,325	4,649	51,688	6,405	2,022	-	8,427
Minnesota	-	1,096	6,989	8,085	41,959	-	-	41,959	1,759	43	-	1,802
Mississippi	2,821	3,293	15,051	21,165	25,172	320	1,378	26,870	2,263	24	-	2,287
Missouri	16	-	1,050	1,066	11,423	-	-	11,423	912	-	46	1,058
Montana	2,812	571	16,714	17,358	25,503	5	45	25,553	1,649	56	-	1,705
Nebraska	-	-	4,658	4,658	4,304	-	-	4,304	310	86	-	396
Nevada	10	38	346	394	3,161	2,514	-	5,675	294	-	-	294
New Hampshire	268	182	20,712	21,162	44,966	307	325	45,198	5,107	927	-	6,034
New Jersey	14	87	1,006	1,107	4,818	-	-	4,818	325	370	15	710
New Mexico	6,135	12	53,568	59,713	124,056	35,075	2,265	161,996	15,941	831	554	17,326
New York	250	511	10,708	11,469	8,572	1,386	-	10,033	422	176	-	440
North Carolina ^{5/}	2,117	6,166	38,189	46,472	97,297	5,725	-	103,122	14,382	3,465	2,515	20,362
North Dakota	1,235	239	10,145	11,619	36,160	-	-	36,160	1,496	-	-	1,496
Oklahoma	1,699	1,972	28,052	27,793	18,310	503	1,014	19,827	2,635	272	349	3,256
Oregon	157	366	24,571	25,094	43,153	6,928	961	51,042	7,000	3,414	-	10,414
Pennsylvania	-	-	261	261	346	115	1	462	25	9	-	34
Rhode Island	6	-	1,200	1,206	8,932	-	-	8,932	1,297	-	-	1,297
South Carolina	115	254	6,772	7,141	12,467	1,001	115	13,583	785	433	-	1,218
South Dakota	514	-	9,345	9,859	32,223	-	90	32,313	2,179	358	-	2,537
Tennessee	13,598	2,823	29,171	45,592	60,145	-	16	60,161	13,691	792	-	14,483
Texas	5	43	2,508	2,556	5,001	-	2	5,003	203	319	-	522
Utah	15	-	4,681	4,696	4,360	3,232	-	7,592	577	-	-	577
Vermont ^{5/}	69	-	71	72	68	127	54	257	4,895	-	-	4,895
Washington	4,129	4,529	20,896	29,554	32,671	2,309	2,795	37,775	7,803	1,922	404	10,129
West Virginia ^{2/} B/	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin ^{2/}	6,488	-	48,405	54,893	59,514	10,338	1,324	71,176	5,185	15,694	-	20,879
Wyoming	15	27	653	695	3,113	104	3	3,220	325	88	7	420
Total	68,736	38,765	807,550	915,051	1,313,538	109,612	39,688	1,462,778	187,495	57,798	23,793	269,086

- 1/ This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements as shown in table LF-2. Classification by function is incomplete for several States. Refer to table LF-1, note 1 for additional information on local highway finance series.
- 2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.
- 3/ Where entries do not appear, complete classification of expenditures was not available. In these cases, engineering costs are included with construction.
- 4/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with maintenance.
- 5/ All county roads are under State control in Delaware, North Carolina, West Virginia, ten counties in Alabama, and all but two counties in Virginia. In Maryland, the State performs the highway function for six counties. In Delaware, transactions are under provisions of the 1945 Suburban Community Road Act.
- 6/ Beginning with 1970, the 10 boroughs were divided into 2 groups, one having rural characteristics (7 boroughs) and the other predominantly urban (3 boroughs). Note of the rural type boroughs have yet assumed road and street functions or received State-aid for road maintenance. The Anchorage and Fairbanks boroughs are now grouped with the greater Juneau borough classification as urban in fact and included in the municipal summary.
- 7/ Includes \$15,520,000 for court costs in adjudication of traffic law violations.
- 8/ Estimated.
- 9/ Partially estimated.

RECEIPTS OF MUNICIPALITIES FOR HIGHWAYS—1970¹

TABLE VI-1

TABLE VI-1

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

FEDERAL AID AND ROAD BUILDING ACT	STATE	LOCAL REVENUE										TRAFFIC FUEL TAXES	TOTAL	COUNTIES, TOWNSHIPS	STATES			MUNICIPALITIES			TOTAL	TOTAL	TOTAL																																																																																																																																																																																																																																																																																																																																																																																														
		PROPERTY TAX	GENERAL TAX	LOCAL TAX	PASSENGER TAX	FUEL TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX				PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX				PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX	PASSENGER TAX	FUEL TAX

DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS—1970¹

Final year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UP-2
SEPTEMBER 1970

STATE	CAPITAL EXPENDITURE			MUNICIPALITY			INFRASTRUCTURE			SURFICIAL TRANSPORTATION	LOCAL ROADS	TOTAL DISBURSEMENTS			TRANSPORT TO OTHER EXTENSIONS			TOTAL DISBURSEMENTS
	MUNICIPAL STREETS	MUNICIPAL STREETS	TOTAL	MUNICIPAL STREETS	MUNICIPAL STREETS	TOTAL	MUNICIPAL STREETS	MUNICIPAL STREETS	TOTAL			EXP. ROADS	EXP. ROADS	TOTAL	FOR STATE HIGHWAYS	FOR MUNICIPAL STREETS	TO COUNTIES AND TOWNSHIPS	
Alabama	13,171	18,946	32,117	18,946	18,946	37,892	1,697	1,697	3,394	35,695	5,807	41,702	41,702	41,702	614	-	-	614
Alaska	17,329	17,329	34,658	17,329	17,329	34,658	1,413	1,413	2,826	36,518	4,004	40,522	40,522	40,522	1,125	-	-	1,125
Arizona	3,846	3,846	7,692	3,846	3,846	7,692	835	835	1,670	13,117	13,117	14,787	14,787	14,787	-	-	-	14,787
California	197,340	107,679	305,019	107,679	107,679	215,358	76,802	10,472	87,274	92,512	19,132	111,669	111,669	111,669	5,183	15	-	5,198
Colorado	8,117	14,053	22,170	14,053	14,053	28,106	8,744	334	9,078	18,476	1,945	20,421	20,421	20,421	-	-	-	20,421
Connecticut	9,715	1,154	10,869	1,154	1,154	2,308	2,275	236	2,511	4,830	1,992	6,822	6,822	6,822	-	-	-	6,822
Delaware	18,979	26,926	45,905	26,926	26,926	52,852	46,993	3,812	50,805	90,618	7,609	98,227	98,227	98,227	143	-	-	98,370
Florida	13,018	12,918	25,936	12,918	12,918	25,836	11,604	3,013	14,617	33,902	1,912	35,819	35,819	35,819	108	148	-	36,065
Georgia	2,787	2,787	5,574	2,787	2,787	5,574	1,312	215	1,527	6,331	594	6,925	6,925	6,925	94	-	-	7,019
Idaho	14,362	14,362	28,724	14,362	14,362	28,724	77,131	6	77,137	131,609	10,717	142,326	142,326	142,326	-	-	-	142,326
Illinois	25,566	25,566	51,132	25,566	25,566	51,132	24,384	3,159	27,543	50,906	1,914	52,860	52,860	52,860	-	-	-	52,860
Iowa	33,535	34,797	68,332	34,797	34,797	69,594	25,589	2,139	27,728	64,786	9,124	73,912	73,912	73,912	968	-	-	74,880
Kansas	28,586	14,786	43,372	14,786	14,786	29,002	15,019	2,894	17,913	29,933	11,344	41,257	41,257	41,257	-	-	-	41,257
Kentucky	16,678	2,609	19,287	2,609	2,609	5,218	6,493	1,923	8,416	5,887	9,914	15,401	15,401	15,401	-	-	-	15,401
Maine	4,571	11,963	16,534	11,963	11,963	23,926	4,933	910	5,843	12,682	9,964	22,646	22,646	22,646	770	-	-	23,416
Maryland	15,395	15,395	30,790	15,395	15,395	30,790	11,440	221	11,661	23,140	314	23,454	23,454	23,454	-	-	-	23,454
Massachusetts	33,925	73,419	107,344	73,419	73,419	146,763	13,658	1,940	15,600	122,352	8,368	130,720	130,720	130,720	-	-	-	130,720
Michigan	4,972	29,776	34,748	29,776	29,776	59,552	13,251	4,483	17,734	43,013	10,387	53,399	53,399	53,399	-	-	-	53,399
Minnesota	8,891	12,384	21,275	12,384	12,384	23,669	600	1,780	2,380	23,095	5,094	28,189	28,189	28,189	-	-	-	28,189
Missouri	13,239	25,074	38,313	25,074	25,074	63,387	1,891	2,502	4,393	42,766	7,372	50,138	50,138	50,138	1	687	-	50,825
Montana	20,978	6,760	27,738	6,760	6,760	13,520	4,969	2,707	7,676	9,247	18,774	28,021	28,021	28,021	-	-	-	28,021
Nebraska	4,140	2,999	7,139	2,999	2,999	5,998	2,550	6,769	9,319	6,863	1,511	8,374	8,374	8,374	1,140	165	-	8,639
Nevada	1,895	11,909	13,804	11,909	11,909	23,818	398	285	683	13,607	1,299	14,906	14,906	14,906	712	649	-	15,655
New Jersey	21,803	61,801	83,604	61,801	61,801	123,602	4,393	2,630	7,023	92,707	18,774	111,481	111,481	111,481	-	-	-	111,481
New Mexico	6,667	137,778	144,445	137,778	137,778	281,113	139,592	30,403	170,002	269,792	76,391	346,183	346,183	346,183	-	-	-	346,183
New York	16,626	16,225	32,851	16,225	16,225	49,076	17,903	2,460	20,363	49,700	5,167	54,867	54,867	54,867	-	-	-	54,867
North Carolina	5,871	3,257	9,128	3,257	3,257	6,514	3,003	2,055	5,058	11,675	4,512	16,187	16,187	16,187	238	1,879	-	18,304
North Dakota	4,667	66,799	71,466	66,799	66,799	133,598	9,863	1,176	11,039	123,638	5,446	139,084	139,084	139,084	1,147	129	-	140,351
Ohio	16,437	14,786	31,223	14,786	14,786	30,012	15,959	3,003	18,962	28,965	2,502	31,467	31,467	31,467	-	-	-	31,467
Oklahoma	19,041	2,170	21,211	2,170	2,170	4,340	6,075	1,562	7,637	17,001	2,452	19,453	19,453	19,453	-	-	-	19,453
Oregon	38,961	1,438	40,399	1,438	1,438	2,876	1,388	6,185	7,573	12,863	3,765	20,638	20,638	20,638	239	2,375	-	21,112
Rhode Island	1,313	6,654	7,967	6,654	6,654	13,308	3,448	1,36	4,814	10,099	233	10,332	10,332	10,332	-	-	-	10,332
South Carolina	2,137	4,987	7,124	4,987	4,987	9,974	2,371	1,139	3,510	9,994	3,717	13,711	13,711	13,711	-	-	-	13,711
South Dakota	1,513	50,000	51,513	50,000	50,000	100,000	69,666	21,879	91,545	23,914	3,729	95,274	95,274	95,274	-	-	-	95,274
Texas	8,177	5,848	14,025	5,848	5,848	11,696	6,966	1,801	8,767	18,465	6,665	25,130	25,130	25,130	2,664	-	-	27,794
Utah	2,139	4,061	6,200	4,061	4,061	8,122	887	18	899	6,002	1,802	7,804	7,804	7,804	235	-	-	7,939
Vermont	1,134	3,256	4,390	3,256	3,256	6,512	212	28	240	4,655	4,788	9,443	9,443	9,443	-	-	-	9,443
Virginia	49,945	34,881	84,826	34,881	34,881	69,762	1,414	2,917	3,331	67,435	6,381	73,816	73,816	73,816	-	-	-	73,816
West Virginia	713	6,090	6,803	6,090	6,090	12,180	114	663	777	7,868	300	8,168	8,168	8,168	3,451	-	-	11,619
Wisconsin	27,209	35,769	62,978	35,769	35,769	71,538	10,989	3,130	14,129	106,909	9,971	116,880	116,880	116,880	3,514	-	-	120,394
Wyoming	1,935	2,800	4,735	2,800	2,800	5,600	1,094	1,170	2,264	5,566	5,555	11,121	11,121	11,121	115	-	-	11,236
Total	1,058,348	15,994	1,074,342	15,994	15,994	21,988	1,867,776	3,267,371	4,135,147	3,130,562	397,395	3,527,942	3,527,942	3,527,942	10,560	9,407	1,861	3,547,309

¹ This table records the disbursements for street purposes by municipalities including municipal facilities. Except for debt retirement, interest and payments to other governmental units, the information reported is for the fiscal year ending in 1970. For additional information on the local highway finance program, see the report of the Federal Highway Administration, "Local Highway Finance: A Study of the Program," published in 1969.

² Segregation of expenditures on streets from other extensions of State highways is incomplete for Alaska, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

³ Includes payments for long and short term debt; interest column includes mail charges for debt administration during 1970. The 10 boroughs were divided into 2 groups, one having rural characteristics (4 boroughs) and the other predominantly urban (3 boroughs). None of the rural-type boroughs have yet obtained road and street functions or received State aid for road maintenance. The Borough and

of \$10,000 and \$1,000 per mile for the primary and secondary systems respectively.

of \$10,000 and \$1,000 per mile for the primary and secondary systems respectively.

of \$10,000 and \$1,000 per mile for the primary and secondary systems respectively.

DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS—1970¹

CLASSIFIED BY FUNCTION

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UF-21
SEPTEMBER 1972

STATE	CAPITAL OUTLAY				MAINTENANCE				MISCELLANEOUS			
	RIGHT- OF- WAY 2/ 3/	PRELIM- INARY, CONSTRUC- TION ENVI- RONING 3/	CON- STRUC- TION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICES	TOTAL	ADMINIS- TRATION	TRAFFIC POLICE 4/	OTHER	TOTAL
Alabama	36	99	13,036	13,171	17,576	-	1,370	18,946	1,058	839	-	1,897
Alaska 5/	-	636	7,667	8,303	2,079	1,038	247	3,364	165	2,034	-	2,199
Arizona	1,995	872	14,835	17,302	5,796	-	1,284	7,080	709	-	-	7,055
Arkansas	175	-	3,071	3,246	13,034	-	103	13,137	835	-	-	835
California	29,114	-	168,226	197,340	86,354	34	21,491	107,879	30,480	46,342	-	76,822
Colorado	374	1,089	6,674	8,117	10,876	678	2,503	14,051	1,357	7,517	-	8,874
Connecticut	5	579	9,442	9,991	30,727	4,760	3,382	2,508	1,018	-	-	3,546
Delaware	5	43	667	715	688	108	528	1,324	226	2,349	-	2,575
Florida	231	297	14,431	14,979	24,670	-	2,254	26,924	6,905	37,965	33	44,903
Georgia	400	38	12,556	13,014	16,139	-	1,725	17,864	274	717	-	991
Hawaii 6/	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	93	274	2,400	2,787	3,633	75	289	3,997	343	806	163	1,312
Illinois	1,650	15	40,730	42,395	62,624	5,757	9,330	77,731	8,426	12,009	7,433	24,769
Indiana	58	-	22,528	22,586	20,651	1,220	2,433	24,304	3,476	219	-	3,695
Iowa	1,830	3,836	28,147	33,813	21,048	2,154	2,087	25,289	2,158	-	1	2,159
Kansas	20	1,951	22,398	24,369	14,700	114	805	15,619	990	5,911	-	6,901
Kentucky	32	15	2,625	2,672	5,995	355	143	6,493	564	4,435	-	4,999
Louisiana	173	1,537	16,822	18,532	10,435	-	1,240	11,675	841	2,501	91	3,433
Maine	-	-	4,571	4,571	8,255	522	3,345	13,683	868	42	-	910
Maryland	3	1,216	14,106	15,325	11,211	1,261	3,672	16,144	2,254	7,734	1,152	11,140
Massachusetts	567	2,234	31,124	33,955	49,851	19,421	4,147	73,419	4,770	8,298	-	13,068
Michigan	400	4,200	50,181	54,381	52,351	5,827	9,609	60,400	53,362	7,055	-	60,417
Minnesota	462	4,590	40,980	45,972	22,310	4,357	3,059	29,726	4,839	8,812	-	13,251
Mississippi	-	1,232	7,099	8,291	12,384	-	-	12,384	600	-	-	600
Missouri	236	1,363	11,640	13,239	22,534	392	2,148	25,074	1,086	805	-	1,891
Montana	-	-	951	951	4,274	-	166	4,440	450	-	156	606
Nebraska	5	544	19,569	20,118	7,674	232	866	8,772	1,589	963	-	2,552
Nevada	488	-	3,952	4,440	2,909	-	2,909	561	561	104	-	665
New Hampshire	53	203	1,599	1,855	6,293	4,892	24	11,209	180	178	-	358
New Jersey	474	8	21,321	21,803	57,703	2,170	3,418	63,291	1,464	3,519	-	4,983
New Mexico	336	3,818	4,154	4,980	4,980	568	3,548	5,487	33	300	-	333
New York	136	291	71,941	72,528	133,289	19,630	5,010	157,929	11,996	32,614	75,382	119,992
North Carolina	2,721	1,016	12,488	16,225	14,513	245	2,445	17,203	3,903	9,909	-	13,812
North Dakota	102	385	5,394	5,871	2,701	948	3,540	542	142	58	-	200
Ohio	24	5,202	37,941	43,167	53,057	6,735	9,007	68,799	5,305	281	180	5,766
Oklahoma	820	366	5,427	6,613	9,780	-	2,139	11,919	910	8,953	-	9,863
Oregon	21	870	9,802	10,693	5,223	231	1,396	6,850	1,055	412	-	1,467
Pennsylvania	542	9,648	29,704	39,894	63,930	5,582	5,223	74,735	10,390	41,630	-	52,020
Rhode Island	-	-	1,676	1,676	4,550	1,573	690	6,813	999	2,349	-	3,348
South Carolina	182	169	817	1,168	4,046	-	484	4,530	173	1,015	-	1,188
South Dakota	8	175	2,134	2,317	4,273	480	234	4,987	240	2,331	-	2,571
Tennessee	1,378	349	19,436	21,163	15,300	391	1,307	17,398	1,317	3,212	-	4,529
Texas	12,636	10,146	66,114	86,975	42,544	-	8,677	51,621	4,554	65,312	-	69,866
Utah	19	134	2,006	2,159	4,042	2	17	4,061	168	219	-	387
Vermont	-	-	1,134	1,134	1,947	1,311	-	3,258	212	-	-	212
Virginia 8/	7	15	12,455	12,660	16,855	905	3,552	21,312	1,919	13,866	309	15,514
Washington	4,403	7,036	47,106	58,545	9,632	566	4,899	4,839	15,909	567	-	21,485
West Virginia 2/	-	-	733	733	5,890	-	200	6,090	364	10	40	414
Wisconsin	3,744	1,248	22,217	27,209	25,247	6,014	1,508	32,759	4,253	37,659	-	41,882
Wyoming	30	87	1,268	1,385	2,404	166	250	2,620	285	784	5	1,054
Total	64,980	64,394	484,868	1,074,242	1,011,434	108,145	120,818	1,240,397	140,558	444,772	82,446	667,776

1/ This table records further segregation of capital outlay, maintenance and miscellaneous disbursements by municipal governments on all systems as shown on table UF-2. See table UF-1 for additional information on local highway finance series. Classification by function is incomplete for several States.

2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.

3/ Where entries do not appear, complete classification of expenditures was not available. In these cases, engineering costs are included with construction.

4/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, estimates were used and in other cases police costs may be included with traffic services.

5/ Refer to UF-2, 1970, note 4 for information concerning local government reorganization.

6/ Local highway finance data are included in the county and township summaries.

7/ Includes public benefit debt, \$1,825,000 for principal and \$500,000 for interest.

8/ Municipal extensions of State primary and secondary systems are maintained by cities over 3,500 population but disbursements cannot be segregated. These cities receive an apportionment at the basic rate of \$10,000 and \$1,000 per mile for the primary and secondary systems, respectively.

9/ Estimated.

TABLE 10-11
SEPTEMBER 1972LOCAL GOVERNMENT PARKING FACILITIES—1970¹
RECEIPTS, DISBURSEMENTS AND CHANGE IN INDEBTEDNESSFinal year data compiled from
reports of State and local authorities

(in thousands of dollars)

STATE	RECEIPTS					DISBURSEMENTS										INDEBTEDNESS AT END OF YEAR ²			
	PARKING FACILITIES	PROPERTY SPECIAL AD VALOREM	GENERAL FUND	LONG TERM	SHORT TERM	OTHER	TOTAL	CAPITAL OUTLAY	MAINTENANCE AND OTHER	DEBT SERVICE	INVESTMENT IN PUBLIC UTILITIES	INVESTMENT IN PUBLIC UTILITIES	INVESTMENT IN PUBLIC UTILITIES	INVESTMENT IN PUBLIC UTILITIES	INVESTMENT IN PUBLIC UTILITIES	INVESTMENT IN PUBLIC UTILITIES	TOTAL	LONG TERM	SHORT TERM
Alabama	1,732	-	-	-	-	18	1,750	140	182	-	65	1,148	8	1,239	282	33	1,943	180	4
Arizona	380	27	-	-	-	-	380	-	182	-	4	231	-	282	33	33	1,862	2,895	-
Arkansas	1,137	-	-	-	-	-	1,137	-	60	-	42	1,111	-	1,175	33	33	1,388	314	712
California	32,840	2,153	-	-	-	2,913	41,160	14,358	1,003	1,660	-	4,193	-	4,546	800	6	48,101	89,996	84
Colorado	2,710	-	-	-	-	1,590	4,300	1,173	181	77	1,201	-	254	2,594	800	6	3,000	7,083	84
Connecticut	811	-	301	-	-	64	1,112	1,351	282	59	-	272	-	1,984	414	-	2,868	1,136	6,762
Delaware	5,732	176	-	-	-	1,882	8,990	3,053	283	80	223	1,118	1,076	1,972	2	-	8,649	28,407	969
Florida	1,851	-	-	-	-	-	1,851	527	45	-	1,800	-	1,806	29	-	-	1,967	3,644	-
Georgia	1,114	-	-	-	-	-	1,114	643	146	8	313	-	81	1,667	-	-	1,967	3,644	-
Idaho	378	-	-	-	-	-	378	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	22,322	24	-	-	-	380	23,046	6,030	4,785	390	5	2,821	30,087	1,389	-	25,356	59,109	330	
Indiana	3,325	239	-	-	-	3,073	6,637	1,615	238	17	-	179	2,639	375	-	2,493	9,213	-	
Iowa	1,956	422	-	-	-	6,620	9,198	8,836	700	459	211	-	294	9,310	532	-	13,765	127,765	993
Kansas	2,904	-	-	-	-	1,894	4,798	1,837	102	136	2,012	-	155	4,480	123	-	4,146	3,948	34
Kentucky	1,268	-	-	-	-	2,435	3,703	1,317	62	120	6	1,128	-	1,132	12	-	1,121	3,948	34
Louisiana	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Maine	3,668	667	-	-	-	7,715	12,050	4,668	1,441	133	130	-	1,112	1,112	12	-	1,121	3,948	34
Maryland	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Massachusetts	10,681	284	370	-	-	2,697	13,832	3,835	3,378	290	-	1,112	1,112	12	-	1,121	3,948	34	
Michigan	2,664	-	-	-	-	894	3,558	1,373	866	56	977	-	239	3,601	430	-	12,113	28,843	-
Minnesota	1,568	-	-	-	-	2,138	3,703	1,317	62	120	6	1,128	-	1,132	12	-	1,121	3,948	34
Mississippi	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Missouri	3,252	-	-	-	-	1,421	4,673	84	1,189	74	933	-	295	3,183	704	-	3,183	9,116	-
Montana	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Nebraska	1,568	-	-	-	-	79	1,647	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Nevada	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
New Hampshire	651	-	-	-	-	23	674	209	39	25	361	-	23	674	209	-	179	605	-
New Jersey	5,151	3	-	-	-	389	5,543	1,571	539	29	236	-	1,618	1,158	1,65	-	10,737	1,492	-
New Mexico	4,022	-	-	-	-	77	4,099	413	29	236	-	1,618	1,158	1,65	-	-	10,737	1,492	-
New York	25,302	1,113	2,289	9,711	12,658	581	51,559	13,687	19,023	434	2,109	-	4,774	14,844	5,957	-	50,994	99,000	34,662
North Carolina	1,568	-	-	-	-	894	2,462	877	92	267	31	211	2,113	2,113	76	-	2,009	4,821	-
North Dakota	1,568	-	-	-	-	22	1,590	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Ohio	1,568	-	-	-	-	400	2,068	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Oklahoma	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Oregon	1,568	-	-	-	-	380	1,948	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Pennsylvania	16,930	-	-	-	-	16,195	33,125	6,539	1,031	819	15,150	-	2,754	28,133	4,334	-	36,889	72,088	-
Rhode Island	1,568	-	-	-	-	80	1,648	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
South Carolina	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
South Dakota	1,568	-	-	-	-	18	1,586	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Tennessee	2,652	-	-	-	-	1,743	4,395	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Texas	7,115	9	-	-	-	145	7,269	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Utah	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Vermont	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Virginia	2,652	-	-	-	-	1,743	4,395	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
West Virginia	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Wisconsin	6,976	25	-	-	-	213	7,215	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Wyoming	1,568	-	-	-	-	-	1,568	1,441	133	130	-	1,112	-	1,112	12	-	1,121	3,948	34
Total	297,414	8,127	1,973	16,669	12,377	317,424	87,464	77,028	12,891	64,993	3,999	27,961	271,340	37,156	9,782	-	320,935	626,041	49,389

¹ This table shows receipts, disbursements and the amount of debt outstanding at the end of the year for public parking facilities for both municipal and county-level governments. For Massachusetts and Ohio, State-level authorities are included. For the remaining 19 States, only municipal authorities are included. Outstanding at the beginning of 1970 will differ with the closing balances of the previous year because of debt incurred during 1970. For the remaining 19 States, only municipal authorities are included.

² Includes \$1,580,000 paid to the T-borough Bridge Authority, New York.

³ Transfer to District of Columbia Department of Highways.

LOCAL GOVERNMENT INDIRECT STREET FUNCTIONS—1970¹

RECEIPTS OF COUNTY TOLL FACILITIES—1970¹

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LP-32

DISBURSEMENTS BY COUNTY TOLL FACILITIES—1970¹

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE OPERATION	ADMINISTRATION AND MAINTENANCE	INTEREST ON DEBT	GENERAL DISBURSEMENTS	RETIREMENT OBLIGATIONS	TRANSFERS	BALANCE AT THE END OF THE YEAR	
									TOTAL DISBURSEMENTS	RESERVE FOR DEBT SERVICE, ETC.
California	Golden Gate Bridge	808	4,638	-	123	5,557	2,790	5,770	13,497	19,869
Florida	Bellair Beach Toll Causeway	11	254	-	18	481	57	-	117	87
	Volusia Causeway	-	318	2	14	334	141	-	475	119
	Cape Coral Toll Bridge	-	172	-	150	222	130	-	476	20
	Sanibel-Captiva Toll Bridge and Causeway	20	111	-	145	266	260	-	646	20
	Total	31	957	2	535	1,071	1,287	100	2,555	1,265
Georgia	Brunswick-St. Simon Bridge and Causeway	85	90	50	33	295	33	-	298	279
	Chatham County Toll Bridge and Causeway	-	144	50	107	362	1,079	-	1,557	1,849
	St. George Island Bridge and Causeway (Bacote Talmadge Memorial Toll Bridge)	75	379	117	300	791	1,282	-	2,033	1,705
Illinois	New Harvey Bridge	-	119	93	-	201	-	-	201	27
Louisiana	Greater New Orleans Expressway	40	660	-	1,763	4,051	-	39	4,463	3,745
	LaCade-Decherie Ferry	-	130	32	8	162	27	-	207	131
	Salineville Bridge and Causeway	10	108	55	3,789	4,076	6	39	4,765	3,700
	Total	-	305	141	136	4,933	195	-	678	334
Maryland	New Creek Bridges	-	316	-	-	100	-	-	100	21
Michigan	Drummond Island Ferry	10	95	5	-	100	-	-	100	-
	Iron River Ferry	10	105	5	-	100	-	-	100	-
Missouri	St. Francisville Bridge	-	42	19	175	260	96	-	336	119
	Bart County Missouri River Bridge (Deuster)	-	28	23	175	270	96	-	374	170
	Norman Pioneer Memorial Bridge, Douglas County	-	14	23	175	270	96	-	374	170
Nebraska	Nebraska Expressway	-	42	19	175	260	96	-	336	119
New Jersey	Springton-Bridgeton Bridge	-	142	24	-	677	-	-	677	-
	Cape May County Bridges	-	921	150	102	1,527	-	-	1,527	2,194
	Total	2	1,063	174	102	2,197	96	-	2,393	2,390
New York	Atlantic Beach Bridge	11	742	129	46	930	944	-	1,494	2,126
Oregon	The Dalles Bridge	5	54	33	123	193	153	-	276	84
	Umatilla Bridge	10	117	75	113	262	660	-	1,030	623
Pennsylvania	East Rochester-Nemac Toll Bridge	-	71	153	-	224	401	-	264	13
Texas	Cameron County International Toll Bridge	111	95	20	91	317	75	575	967	311
	International Toll Bridge	-	27	10	25	63	11	85	108	19
	San Antonio-Beck Bridge	111	159	47	113	262	152	650	1,336	554
Washington	Queen Island Ferry	-	97	-	-	97	-	-	97	-
	Marston Island Ferry	-	12	-	-	12	-	-	12	-
	Island-Donahoe Point Ferry	-	10	-	-	10	-	-	10	-
	Tacoma-Isabel Island-Anderson Island Ferry	-	129	-	-	129	-	-	129	-
	Total	-	378	-	-	378	-	-	378	-
	GRAND TOTAL	1,112	19,561	1,311	5,797	19,281	7,482	6,069	32,832	30,239

¹ This table is concerned with the disbursements for publicly-owned facilities operated by county governments, local road and bridge districts, and specially created authorities. For additional information on the maintenance of toll facilities, see the table on "Toll Facilities and Administration" in the same issue. Lack of entry implies inclusion with maintenance and operation.

² Includes debt administration costs.

³ Transferred to the general funds of respective local governments for highways and other purposes.

⁴ Transfer to State for repayment of 1963 loan (4400).

⁵ Includes 1963 loan (4400).

⁶ Includes 1963 loan (4400).

⁷ Includes 1963 loan (4400).

⁸ Includes 1963 loan (4400).

⁹ Includes 1963 loan (4400).

¹⁰ Includes 1963 loan (4400).

¹¹ Includes 1963 loan (4400).

¹² Includes 1963 loan (4400).

¹³ Includes 1963 loan (4400).

¹⁴ Includes 1963 loan (4400).

¹⁵ Includes 1963 loan (4400).

¹⁶ Includes 1963 loan (4400).

¹⁷ Includes 1963 loan (4400).

¹⁸ Includes 1963 loan (4400).

¹⁹ Includes 1963 loan (4400).

²⁰ Includes 1963 loan (4400).

²¹ Includes 1963 loan (4400).

²² Includes 1963 loan (4400).

²³ Includes 1963 loan (4400).

²⁴ Includes 1963 loan (4400).

²⁵ Includes 1963 loan (4400).

²⁶ Includes 1963 loan (4400).

²⁷ Includes 1963 loan (4400).

²⁸ Includes 1963 loan (4400).

²⁹ Includes 1963 loan (4400).

³⁰ Includes 1963 loan (4400).

³¹ Includes 1963 loan (4400).

³² Includes 1963 loan (4400).

³³ Includes 1963 loan (4400).

³⁴ Includes 1963 loan (4400).

³⁵ Includes 1963 loan (4400).

³⁶ Includes 1963 loan (4400).

³⁷ Includes 1963 loan (4400).

³⁸ Includes 1963 loan (4400).

³⁹ Includes 1963 loan (4400).

⁴⁰ Includes 1963 loan (4400).

⁴¹ Includes 1963 loan (4400).

⁴² Includes 1963 loan (4400).

⁴³ Includes 1963 loan (4400).

⁴⁴ Includes 1963 loan (4400).

⁴⁵ Includes 1963 loan (4400).

⁴⁶ Includes 1963 loan (4400).

⁴⁷ Includes 1963 loan (4400).

⁴⁸ Includes 1963 loan (4400).

⁴⁹ Includes 1963 loan (4400).

⁵⁰ Includes 1963 loan (4400).

⁵¹ Includes 1963 loan (4400).

⁵² Includes 1963 loan (4400).

⁵³ Includes 1963 loan (4400).

⁵⁴ Includes 1963 loan (4400).

⁵⁵ Includes 1963 loan (4400).

⁵⁶ Includes 1963 loan (4400).

⁵⁷ Includes 1963 loan (4400).

⁵⁸ Includes 1963 loan (4400).

⁵⁹ Includes 1963 loan (4400).

⁶⁰ Includes 1963 loan (4400).

⁶¹ Includes 1963 loan (4400).

⁶² Includes 1963 loan (4400).

⁶³ Includes 1963 loan (4400).

⁶⁴ Includes 1963 loan (4400).

⁶⁵ Includes 1963 loan (4400).

⁶⁶ Includes 1963 loan (4400).

⁶⁷ Includes 1963 loan (4400).

⁶⁸ Includes 1963 loan (4400).

⁶⁹ Includes 1963 loan (4400).

⁷⁰ Includes 1963 loan (4400).

⁷¹ Includes 1963 loan (4400).

⁷² Includes 1963 loan (4400).

⁷³ Includes 1963 loan (4400).

⁷⁴ Includes 1963 loan (4400).

⁷⁵ Includes 1963 loan (4400).

⁷⁶ Includes 1963 loan (4400).

⁷⁷ Includes 1963 loan (4400).

⁷⁸ Includes 1963 loan (4400).

⁷⁹ Includes 1963 loan (4400).

⁸⁰ Includes 1963 loan (4400).

⁸¹ Includes 1963 loan (4400).

⁸² Includes 1963 loan (4400).

⁸³ Includes 1963 loan (4400).

⁸⁴ Includes 1963 loan (4400).

⁸⁵ Includes 1963 loan (4400).

⁸⁶ Includes 1963 loan (4400).

⁸⁷ Includes 1963 loan (4400).

⁸⁸ Includes 1963 loan (4400).

⁸⁹ Includes 1963 loan (4400).

⁹⁰ Includes 1963 loan (4400).

⁹¹ Includes 1963 loan (4400).

⁹² Includes 1963 loan (4400).

⁹³ Includes 1963 loan (4400).

⁹⁴ Includes 1963 loan (4400).

⁹⁵ Includes 1963 loan (4400).

⁹⁶ Includes 1963 loan (4400).

⁹⁷ Includes 1963 loan (4400).

⁹⁸ Includes 1963 loan (4400).

⁹⁹ Includes 1963 loan (4400).

¹⁰⁰ Includes 1963 loan (4400).

RECEIPTS OF LOCAL MUNICIPAL TOLL FACILITIES—1970¹

Please use data compiled from reports of State and local authorities

(in thousands of dollars)

TABLE UP-50
August 1971

STATE	NAME OF FACILITY	OPERATIVE AUTHORITY	BALANCE AT THE BEGINNING OF THE YEAR				ROAD PROGRAMS	NOT REVENUE	CONCRETE-STEEL REPAIRS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			REVENUE FROM TOLLS, ETC.	REVENUE FROM CONCESSIONS, ETC.	REVENUE FROM LOANS	REVENUE FROM SERVICE					
Alabama	Bankhead Tunnel	City of Mobile	297	1,108	-	1,773	-	60	-	10	1,793
Colorado	Plum Post Toll Highway	City of Colorado Springs	297	-	-	596	113	14	70	6	549
Florida	Broward Turnpike	Town of Broward, Broward County	31	1,075	-	794	-	50	40	-	884
	Chesapeake Toll Bridge	City of Chesapeake	425	241	-	546	-	22	15	97	394
	Treasure Island Causeway	City of Treasure Island	404	1,009	-	1,413	-	107	40	-	1,560
Illinois	Chicago Skyway Toll Bridge	City of Chicago	294	1,304	-	1,841	-	84	61	3	3,594
	Chicago Bridge (Menominee River Bridge)	City of Chicago	144	299	-	196	-	21	5	-	1,468
	Rocky Mount Toll Bridge	City of Rocky Mount	134	1,006	-	1,166	-	51	21	-	1,242
	Rocky Mount Toll Bridge	City of Rocky Mount	134	1,006	-	1,166	-	51	21	-	1,242
	Rocky Mount Toll Bridge	City of Rocky Mount	134	1,006	-	1,166	-	51	21	-	1,242
	Rocky Mount Toll Bridge	City of Rocky Mount	134	1,006	-	1,166	-	51	21	-	1,242
Iowa	Verona Memorial Bridge	City of West St. Louis	27	1,014	-	624	-	14	1	-	669
	Total		1,020	4,401	-	6,794	-	179	317	-	7,591
	Iowa (Illinois Memorial Bridge 2/)	Des Moines Bridge Commission	598	648	-	-	-	-	-	-	-
	Koshuk Municipal Bridge	City of Koshuk	24	24	-	24	-	6	74	-	363
	Lyon-Palton Bridge	Clinton Bridge Commission	54	75	-	89	-	6	-	-	895
	Markham (Hardington) Bridge	City of Burlington	303	232	-	666	-	3	15	-	670
Kansas	Total		1,546	795	-	1,788	-	3	7	-	1,808
	Lawrence Memorial Bridge	Lawrence Bridge Commission	66	80	-	262	-	41	-	7	330
Minnesota	Bushette-Haley River International Bridge	Village of Bushette	9	59	-	132	-	-	6	-	148
Missouri	Runaway Bridge	City of Kansas City	169	543	-	1,390	-	27	-	-	1,327
	Runaway Bridge	City of St. Louis	169	543	-	1,390	-	27	-	-	1,390
Missouri	Total		338	1,086	-	2,780	-	54	-	-	2,834
	Runaway Bridge 2/	Runaway Bridge Commission	53	12	-	45	-	2	-	-	47
New York	Battery-Staten Island Ferry 1/	City of New York	105,404	19,248	-	1,406	-	100	510	15,053	130,211
	Triborough Bridge and Tunnel Authority	Triborough Bridge and Tunnel Authority	105,404	19,248	-	1,406	-	100	510	15,053	130,211
Oregon	Cascadia Locks Bridge	Port of Hood River Commission	50	136	-	167	-	9	-	-	176
	Hood River, Oregon-White Salmon Bridge, Washington	Port of Hood River Commission	50	136	-	167	-	9	-	-	176
Texas	Del Rio International Bridge	City of Del Rio	75	77	-	248	-	6	5	-	309
	Del Rio International Bridge	City of Eagle Pass	196	63	-	96	-	6	1	-	266
West Virginia	Del Rio International Bridge	City of Eagle Pass	196	63	-	96	-	6	1	-	266
	Del Rio International Bridge	City of Eagle Pass	196	63	-	96	-	6	1	-	266
West Virginia	Dunbar City Bridge	Dunbar City Bridge Commission	33	6	-	406	-	2	-	-	441
	Palmer Bridge 2/	City of Palmer	110	130	-	948	-	2	-	-	1,150
GRAND TOTAL			104,701	20,994	-	92,535	25,211	8,223	1,662	-	134,339

1/ Data table is concerned with the receipts for publicly-owned facilities operated by municipal, local, and bridge districts, and potentially included administrative expenses.

2/ Includes \$1,890,000 of parking fees from Battery and Coleman garages.

3/ Estimated.

4/ Data table is concerned with the receipts for publicly-owned facilities operated by municipal, local, and bridge districts, and potentially included administrative expenses.

5/ Includes \$1,890,000 of parking fees from Battery and Coleman garages.

6/ Estimated.

DISBURSEMENTS BY LOCAL MUNICIPAL TOLL FACILITIES-1970

Please give date compiled from reports of State and local authorities

(in thousands of dollars)

BASED UPON 1970
FISCAL YEAR
ENDING
MARCH 1971

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE OPERATION	ADMINISTRATION MISCELLANEOUS	INTEREST ON BONDS	SPECIAL CONSTRUCTION DISBURSEMENTS	REPAIRS MAINTENANCE RENTS	TOTAL DISBURSEMENTS	BALANCE AT THE END OF THE YEAR	
									RESERVES FOR OPERATION, MAINTENANCE, REPAIRS	RESERVES FOR DEBT SERVICE
Alabama	Banthead Tunnel	201	456	29	301	997	700	1,687	279	1,230
Colorado	Pikes Peak Toll Highway	272	200	23	6	501	-	501	275	-
Florida	Broad Causeway Treasure Island Causeway Total	57 - 57	484 131 164 759	69 63 122 135	15 21 36 105	656 231 222 1,063	419 212 12 560	1,135 281 281 1,762	57 31 411 1,081	760 - - -
Illinois	Chicago Skyway Toll Bridge Chicago Skyway Toll Bridge Rocky Mount Toll Bridge Veterans Memorial Bridge Total	- - 15 - 15	993 159 209 243 1,744	179 69 122 179 700	2,228 69 130 282 3,457	3,470 298 174 694 5,886	- 33 134 216 771	3,470 298 174 889 6,657	415 206 196 354 1,659	1,604 - - 258 1,356
Iowa	Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge New South Bridge (The Gateway Bridge) McArthur (Burlington) Bridge Total	- 278 - 278 -	122 226 144 452	91 43 22 36	- 43 159 65	26 213 644 1,085	- - 590 1,041	1,246 328 1,234 3,394	299 226 226 769	- - 225 226
Kansas	Lovemoor Centennial Bridge	3	54	36	65	158	185	366	46	84
Minnesota	Shawnee-Malby River International Bridge	-	24	12	56	92	23	115	25	36
Missouri	Broadway Bridge McArthur Bridge Total	- - -	245 234 479	35 - 35	146 220 226	476 220 726	866 562 862	1,342 674 2,016	117 117 217	580 - 365
Nebraska	Bellevue Bridge	-	12	7	37	56	-	56	41	15
New York	Battery-Staten Island Ferry Triborough Bridges and Tunnels Total	8,660 8,660	11,500 25,414 35,634	990 10/ 79,479	375 10,677 10,677	13,475 17,180 30,653	1,628 1,180 20,803	10,073 131,266 131,266	- 74,966 74,966	20,152 20,152 -
Oregon	Cascade Locks Bridge Hood River, Oregon-White Salmon Bridge, Washington Total	- 2 2	33 24 57	15 56 71	56 56 56	104 116 220	41 165 106	178 340 507	56 41 87	138 150 278
Texas	Del Rio International Bridge Zapala-Gran-Piedras Negras International Bridge Weslawn International Toll Bridge Total	14 - 5 19	45 126 112 352	18 13 168 168	13 36 112 369	76 175 304 441	25 15 84 134	311 1,013 961 2,630	71 1,013 714 2,630	65 - 323 557
West Virginia	Dunbar City Bridge Petersburg Bridge Fairmont Bridge Total	3 83 - 3	72 83 130 442	30 172 35 35	369 172 571 1,112	441 288 728 1,457	- - - -	441 288 728 1,457	40 91 2 142	46 91 2 237
GRAND TOTAL		9,960	40,442	77,386	16,168	143,446	29,187	3,419	172,462	81,250

1/ This table is concerned with disbursements for publicly-owned facilities operated by municipalities, local road and bridge districts, and specially created authorities. Refer to initial note on UP-55 for names of operating authorities. For additional information on local toll facilities, see UP-55, item 1.

2/ Includes small charges for debt administration.

3/ Payments to respective municipal general funds for highway and other purposes.

4/ Includes payment of \$41,025 to State of Missouri.

5/ Includes payment of \$50,174 to State of Iowa.

6/ Toll fees were received on January 1, 1970.

7/ Partially estimated, ending October 31, 1970.

8/ Includes payment of \$74,064,000 to New York City Transit Authority.

9/ Estimated.

COUNTY OBLIGATIONS FOR TOLL FACILITIES—1970¹ CHANGE IN INDEBTEDNESS DURING YEAR

Fiscal year data compiled from
reports of State and local authorities

(In thousands of dollars)

TABLE LB-42
AUGUST 1972

STATE	NAME OF FACILITY	CHANGE IN DEBT STATUS			
		OBLIGATIONS OUTSTANDING AT BEGINNING OF YEAR	ORIGINAL ISSUES	OBLIGATIONS REDEEMED	OBLIGATIONS OUTSTANDING AT END OF YEAR
California	Golden Gate Bridge	8,390	-	2,790	5,600
Florida	Belleair Toll Causeway	955	-	25	930
	Biscayne Key (Rickenbacker) Causeway	3,898	-	500	3,398
	Venetian Causeway	373	-	142	231
	Cape Coral Toll Bridge	1,654	5	335	1,324
	Card Sound Toll Bridge	2,600	-	-	2,600
	Sanabel-Captiva Toll Bridge and Causeway	3,212	-	315	2,897
	Total	12,692	5	1,317	11,380
Georgia	Brunswick-St. Simon Bridge and Causeway	805	-	-	805
	Chatham County Toll Bridge and Bridge Islands Expressway	1,497	-	167	1,330
	Savannah River Toll Bridge and Causeway	8,723	-	1,295	7,428
	(Eugene Talma Memorial Bridge)				
	Total	11,025	-	1,462	9,563
Louisiana	Greater New Orleans Expressway	72,400	-	-	72,400
	Lutcher-Vacherie Ferry	6	-	6	-
	Sabine Lake Bridge and Causeway	613	-	61	552
	Total	73,019	-	67	72,952
Maryland	Bear Creek Bridges	3,895	-	185	3,710
Michigan	Drummond Island Ferry ^{2/}	25	-	5	20
Missouri	Platte Purchase Bridge	4,691	-	123	4,568
Nebraska	Burt County Missouri River Bridge	2,477	-	55	2,422
	Mormon Pioneer Memorial Bridge	3,166	-	236	2,930
	Total	5,643	-	291	5,352
New Jersey	Cape May County Bridges	2,715	-	85	2,630
New York	Atlantic Beach Bridge ^{3/}	1,949	-	494	1,455
Oregon	The Dalles Bridge	951	-	161	790
	Umatilla Bridge	3,313	-	727	2,586
	Total	4,264	-	888	3,376
Pennsylvania	East Rochester-Monaca Toll Bridge	2,795	-	40	2,755
Texas	Cameron County International Toll Bridge	1,964	-	75	1,889
	International Toll Bridge	454	-	11	443
	San Luis Pass-Vacek Bridge	3,595	-	20	3,575
	Total	6,013	-	106	5,907
	Bonds	137,110	5	7,847	129,268
	Notes	6	-	6	-
	GRAND TOTAL	137,116	5	7,853	129,268

^{1/} This table shows the change in status of the highway obligations of the county toll authorities. See table LF-32 for authorities responsible for the operation of the toll facilities. Unless indicated otherwise, all line entries indicate long-term bonds.

^{2/} Estimated.

^{3/} Partially estimated.

MUNICIPAL OBLIGATIONS FOR TOLL FACILITIES- 1970¹

CHANGE IN INDEBTEDNESS DURING YEAR

Fiscal year data compiled from
reports of State and local authorities

(In thousands of dollars)

TABLE UB-42
AUGUST 1972

STATE	NAME OF FACILITY	OBLIGATIONS OUTSTANDING AT BEGINNING OF YEAR	ORIGINAL ISSUES	OBLIGATIONS REDEEMED	OBLIGATIONS OUTSTANDING AT END OF YEAR	
Alabama	Bankhead Tunnel	7,600	-	700	6,900	
Colorado	Pikes Peak Toll Highway	80	133	-	213	
Florida	Broad Causeway Clearwater Toll Bridge Treasure Island Causeway Total	723 1,340 1,058 3,121	- - - -	411 99 43 553	312 1,241 1,015 2,568	
Illinois	Chicago Skyway Toll Bridge Chester Bridge (Mississippi River Bridge) McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	101,000 655 20,513 3,027 7,645 132,840	- - - - - -	- 32 326 210 195 763	101,000 623 20,187 2,817 7,450 132,077	
Iowa	Iowa-Illinois Memorial Bridge 2/ Lyons-Fulton Bridge New South Bridge (Gateway Bridge) MacArthur Bridge (Burlington) Total	410 1,932 167 2,509	- - - -	410 562 41 1,013	- 1,370 126 1,496	
Kansas	Leavenworth Centennial Bridge	1,647	-	188	1,459	
Minnesota	Baudette-Rainy River International Bridge	1,315	-	23	1,292	
Missouri	Broadway Bridge MacArthur Bridge Total	6,229 1,300 7,529	- - -	977 - 977	5,252 1,300 6,552	
Nebraska	Bellevue Bridge	2,800	-	-	2,800	
New York	Battery-Staten Island Ferry 3/ Triborough Bridges and Tunnels Total	9,444 310,300 - 319,744	- - 25,000 25,000	3,628 17,180 - 20,808	5,816 293,120 25,000 323,936	
Oregon	Cascade Locks Bridge Hood River, Oregon-White Salmon Bridge, Washington Total	1,115 940 2,055	- - -	40 65 105	1,075 875 1,950	
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge McAllen International Toll Bridge Total	335 580 - 2,291 3,206	- - - - -	25 15 - 84 124	310 565 - 2,207 3,082	
West Virginia	Dunbar City Bridge Fairmont Bridge Parkersburg Bridge Total	4,450 705 6,760 11,915	- - - -	- - - -	4,450 705 6,760 11,915	
		Bonds Notes GRAND TOTAL	496,361 - 496,361	133 25,000 25,133	25,254 - 25,254	471,240 25,000 496,240

1/ This table shows the change in debt status of the highway obligations of the municipal toll authorities. See table UP-32 for authorities responsible for the operation of the toll authorities.

2/ Became toll free January 1, 1970.

3/ Partially estimated.

LOCAL COUNTY AND MUNICIPAL GOVERNMENT RECEIPTS AND EXPENDITURES WITHIN COUNTIES
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1970¹

Fiscal year data compiled from
accounts of Grants and Local entities

TABLE LF-14
SHEET 5 OF 8
FEBRUARY 1972

[illegible]

LOCAL COUNTY AND MUNICIPAL GOVERNMENT RECEIPTS AND EXPENDITURES WITHIN COUNTIES
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS- 1970¹

Plat year data compiled from records of state and local author-

[illegible]

RECEIPTS, DISBURSEMENTS AND DEBT OUTSTANDING FOR HIGHWAYS
BY MUNICIPALITIES OF 50 000 POPULATION OR MORE—1970¹

TABLE UP-3
SHEET 1 OF 7

UNIVERSITY	REVENUE BY SOURCE				EXPENSES BY PURPOSE				REVENUE BY SOURCE				EXPENSES BY PURPOSE				TOTAL STANDING ORDER OF YEAR	
	FUND	LOCAL EXPENSES			FUND	FUND			FUND	FUND			FUND	FUND				
		PROPERTY TAX	GENERAL FUND	OTHER FUND		TOTAL	PROPERTY TAX	GENERAL FUND		OTHER FUND	TOTAL	PROPERTY TAX		GENERAL FUND	OTHER FUND	TOTAL		PROPERTY TAX
Alabama	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Alaska	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Arizona	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Arkansas	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
California	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Colorado	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Connecticut	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Delaware	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Florida	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Georgia	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hawaii	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Idaho	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Illinois	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Indiana	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Iowa	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Kansas	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Kentucky	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Louisiana	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Maine	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Maryland	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Massachusetts	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Michigan	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Minnesota	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mississippi	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Missouri	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Montana	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nebraska	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nevada	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New Hampshire	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New Jersey	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New Mexico	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New York	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
North Carolina	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
North Dakota	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oklahoma	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oregon	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Pennsylvania	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Rhode Island	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
South Carolina	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
South Dakota	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Tennessee	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Texas	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Utah	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Vermont	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Virginia	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Washington	1,000,000																	

BY MUNICIPALITIES OF 50,000 POPULATION OR MORE 1970¹

concentrations of the test

[illegible]

Socio-economic	Demographic	Healthcare		Education		Economic		Social		Environmental		Political		Cultural		Technological		Geographical		Historical		Administrative		Legal		Judicial		Executive		Legislative		Constitutional		International		Global		Regional		Local		Community		Family		Individual			
		Healthcare	Education	Economic	Social	Environmental	Political	Cultural	Technological	Geographical	Historical	Administrative	Legal	Judicial	Executive	Legislative	Constitutional	International	Global	Regional	Local	Community	Family	Individual	Healthcare	Education	Economic	Social	Environmental	Political	Cultural	Technological	Geographical	Historical	Administrative	Legal	Judicial	Executive	Legislative	Constitutional	International	Global	Regional	Local	Community	Family	Individual		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Highway Statistics, 1971

RECEIPTS, DISBURSEMENTS AND DEBT OUTSTANDING FOR HIGHWAYS
BY MUNICIPALITIES OF 50,000 POPULATION OR MORE—1970¹

Place year: data compiled from reports of state and local authorities

(In thousands of dollars)

[illegible]

MILEAGE OF PUBLIC ROADS AND STREETS

This section presents statistics of public roads and streets existing in the United States as of December 31, 1971, and data on construction during 1971.

Existing mileage and mileage built

Tables M-1, 2, 3, 4, 5, 12 and 21 show the total existing mileage of roads and streets in the United States, classified by systems and surface types. Tables M-4 (formerly FM-21) and M-21 show the extent to which State, local, and other roads comprise the Federal-aid systems. Table M-5 shows the Federal-aid mileage by administrative systems within SMSA's (Standard Metropolitan Statistical Areas) for each State.

The miles of construction and reconstruction completed during 1971 on the State highway systems are shown in table SMB-2. Table OMB supplements table SMB-2 by showing the miles of construction and reconstruction on local roads and streets and on Federal domain roads (when reported) which were not integral parts of the State highway systems. Municipal data are limited to municipal extensions of State system mileage in table SMB-2.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways and streets, such as surfacing those not previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient highways having greater traffic and load-bearing capacities.

The SM tables present the mileage data for State-administered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information on the width of roadways, number of lanes, access control and traffic volumes. The mileage under control of the Federal Government and the local rural governments is shown in table OM.

Roads in Federal parks, forests, reservations, etc., are generally part of the State and local systems, and are included with the mileages reported for those systems. Only the remaining miles are shown separately in tables OM, M-1, M-2, and M-21 as being under Federal control.

The designation of a road or street as part of a Federal-aid system does not alter its status as a State or county

road or city street. Inclusion of a highway in a Federal-aid system simply means that, because of its service value and importance, it has been made eligible for Federal construction funds.

Surface types

The classification used in the mileage tables identifies only the visible surface types on existing streets and roadways. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No practical way exists for presenting useful data on their vertical composition.

Administrative categories

"State primary system" refers to highways that have been officially designated by States as the "primary system," on the "State highway system," or some similar term. Although the criteria for selecting these highways have varied greatly among the States, they encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, are responsible for constructing and maintaining specified county roads, and these have been shown as "county roads under State control."

The term "municipal extensions" is used exclusively here to identify the extensions of State highway systems into or through municipalities as defined below.

The term "local city streets" refers to all roads and streets other than municipal extensions of State systems in the areas defined as follows: (1) Municipalities as defined on page 2 of the introduction; (2) delimited unincorporated places having an estimated population of 1,000 or more; (3) unincorporated urban fringe around municipalities including urbanized areas as defined by the Bureau of the Census or determined by the States.

Federal-Aid System Mileage

Except for minor amounts of highway mileage, primarily in Federal parks and installations, practically all of the roads and streets in the United States are under the jurisdiction of the States and local governments. The Federal-aid systems are, basically, segments of State and

local mileage eligible for Federal aid. The Federal-aid system mileages therefore duplicate mileage also reported on State and local systems. All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Federal Highway Administration.

Federal-aid primary system

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to seven percent of the rural road mileage existing in the State at the time the 1921 act was passed but, under specified conditions, this proportion can be increased and has been in some States.

Interstate system

The National System of Interstate and Defense Highways was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of the system and, as subsequently amended, dedicated a group of Federal excises on motor fuel and automotive products to the support of Federal highway activities. By law the system is limited to 42,500 miles except that other Federal-aid primary routes may be incorporated into the system provided they are logical additions or connections to the system and meet all the standards of highways on the Interstate System.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance.

Federal-aid secondary system

In 1941, Congress approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads linking farms, distribution outlets, and smaller communities with the Federal-aid primary system.

Urban extensions of Federal-aid systems

The term "urban extensions" is used here exclusively to identify the portions of Federal-aid routes in urban areas. Although reference to extensions continues in the law and originated because for many years the use of Federal aid was restricted to rural roads, the urban portions of Federal-aid routes are now considered to be integral and important parts of the systems. An urban area as defined in Federal-aid legislation is an area, including and adjacent to a municipality or other urban place, that has a population of 5,000 or more. The boundaries are fixed by the State subject to approval of the Secretary of Transportation. The term "urban" is

not synonymous with the term "municipal" as used in this bulletin.

Federal-aid urban system

The Federal-aid urban system was authorized by the Federal-Aid Highway Act of 1970. The urban system as established in each urbanized area as designated by the Bureau of the Census for cities of 50,000 or more serves major centers of activity, and includes the highest and longest traffic volume corridors to best serve the goals of the community. The 1971 mileage data for this system, in some cases based on estimates, is included for the first time.

Federal-aid urban type II (TOPICS) mileage

The Federal-aid urban type II (TOPICS) mileage authorized by the Federal-Aid Highway Act of 1968, consists of streets eligible for Federal-aid highway funds for a continuing program to reduce traffic congestion in urban areas. The 1971 data on the characteristics of these approved miles are also being reported for the first time. (The urban type II mileage data reported are not included in either of the urban extensions of the primary or secondary systems.)

Traveled-way mileage

Some segments of the Interstate System and some mileage of other systems are either under construction or are to be constructed on new locations. Pending completion of these segments (projected routes), existing routes are continued in use. These existing routes plus the officially designated routes that are completed and open to traffic comprise what is called the "traveled way" of a Federal-aid system.

Construction data and mileage characteristics

The Federal-aid mileages are classified according to system and types of surface in the FM and INT tables. Additional information such as the width of roadways, number of lanes, access control, and traffic volume data for the Federal-aid primary system appear in tables FM-8, 9, 11, 15, and 110. Similar information for the Interstate System is given in the INT tables bearing the same numbers.

Table FB-2 data show the total mileage improved during 1971 on the Federal-aid primary (including Interstate), urban, secondary, and urban type II systems. Information on projects financed by the States without Federal participation, as well as on work accomplished with Federal aid, has been included in this table. In this respect, table FB-2 differs from tables FA-1 and 2 of this section, which show information only on mileage improvements that were financed, at least in part, with Federal funds. Table RA-1 reports rest areas located on the Interstate, primary, and that portion of the Federal-aid secondary system under State jurisdiction.

Mileage as of December 31, 1971 compiled from reports of State authorities

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1971

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

SYSTEM	NONSURFACED MILEAGE $\frac{1}{2}$			SURFACED MILEAGE $\frac{2}{2}$					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
<u>Rural Mileage:</u>									
Under State control:									
State primary systems	469	2,749	3,218	8,937	113,996	239,029	43,152	405,114	408,332
Secondary roads under State control:									
State secondary systems $\frac{3}{2}$	2,479	703	3,182	7,927	66,635	42,201	1,600	118,363	121,545
County roads under State control $\frac{1}{2}$	10,056	5,668	15,724	47,200	60,440	29,086	4,604	137,130	152,854
Subtotal State systems	13,004	9,120	22,124	24,064	201,071	310,316	45,156	660,607	682,731
State parks, forests, and reservations, etc. $\frac{2}{2}$									
Total	5,061	8,864	13,925	2,035	2,420	3,220	2,054	16,729	30,054
	18,065	35,449	53,514	73,099	263,491	313,536	47,206	677,336	712,705
<u>Under Local control:</u>									
County roads	214,822	240,467	455,289	804,527	331,071	125,490	10,226	1,271,314	1,726,603
Town and township roads	55,946	51,579	107,525	293,008	82,301	23,989	1,079	390,377	497,902
Other local roads	8,619	13,875	22,494	3,685	6,635	635	132	17,681	31,766
Total	219,447	297,242	516,689	1,100,744	417,267	150,134	11,437	1,679,582	2,256,271
<u>Under Federal control:</u>									
National parks, forests, reservations, etc. $\frac{2}{2}$	75,048	62,831	137,879	45,846	7,118	5,961	65	58,960	106,839
Total Rural Mileage	372,560	377,457	750,017	1,219,639	667,876	469,631	58,712	2,445,878	3,165,895
<u>Municipal Mileage:</u>									
Under State control:									
Extensions of State primary systems	16	59	75	121	5,616	42,401	12,847	60,985	61,060
Extensions of secondary roads under State control $\frac{3}{2}$	164	32	196	239	7,807	6,983	1,101	16,130	16,326
Total	180	91	271	360	13,423	49,384	13,948	77,115	77,386
<u>Under local control:</u>									
Local city streets	9,616	15,966	25,582	68,081	225,961	153,047	42,990	490,079	515,661
Total Municipal Mileage	9,796	16,057	25,853	68,441	239,384	202,431	56,938	567,194	593,047
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	382,356	393,514	775,870	1,288,100	907,260	672,062	115,650	2,983,072	3,759,942

$\frac{1}{2}$ Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

$\frac{2}{2}$ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches or for low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was surfaced as G-1, end H-1.

$\frac{3}{2}$ Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

$\frac{4}{2}$ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada and in Kentucky.

$\frac{5}{2}$ State and national parks, forest, reservation, toll, and other roads that are not a part of the State system.

TOTAL ROAD AND STREET MILEAGE—1971¹ CLASSIFIED BY ADMINISTRATIVE SYSTEMS

TABLE H-4
(WINGOLD H-2-1)
SHEET 1 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL				FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN				TOTAL	
	ON STATE SYSTEM	ON STATE SECONDARY ROADS	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN STATE PARK AND FOREST LANDS	ON STATE SECONDARY ROADS	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN STATE PARK AND FOREST LANDS	TOTAL URBAN	PRIMARY HIGHWAY	STATE
Alabama	4,111	-	22	-	5,140	791	-	849	6,989	Alabama
Alaska	1,060	-	-	-	1,490	36	-	96	1,716	Alaska
Arizona	3,067	-	-	30	3,097	165	-	168	3,465	Arizona
Arkansas	3,533	-	-	3,533	3,533	408	-	408	3,941	Arkansas
California	7,945	-	-	123	7,668	1,853	-	1,853	9,521	California
Colorado	4,042	-	-	-	4,042	46	-	46	4,088	Colorado
Connecticut	1,012	169	-	-	1,181	460	160	539	1,720	Connecticut
Delaware	414	-	-	1	414	156	-	156	570	Delaware
Florida	4,397	13	3	-	4,413	896	12	914	5,227	Florida
Georgia	7,564	2	49	-	7,711	818	1	835	8,546	Georgia
Hawaii	413	-	-	-	464	64	-	77	541	Hawaii
Idaho	3,153	2	2	1	3,156	159	7	166	3,322	Idaho
Illinois	9,353	-	78	4	9,435	2,330	-	2,330	11,765	Illinois
Indiana	2,918	-	-	-	2,918	670	-	670	3,588	Indiana
Iowa	7,088	-	22	162	7,272	1,500	-	1,500	8,772	Iowa
Kansas	2,999	985	1	-	3,985	863	106	969	4,954	Kansas
Kentucky	2,620	28	1	-	2,650	447	32	479	3,129	Kentucky
Louisiana	1,733	215	1	47	1,995	172	87	259	2,254	Louisiana
Maine	1,476	-	-	58	1,476	159	-	159	1,635	Maine
Maryland	3,175	-	2	-	3,177	579	-	581	3,758	Maryland
Massachusetts	1,087	-	37	96	1,183	687	-	687	1,874	Massachusetts
Michigan	6,868	-	-	-	6,868	1,033	-	1,033	7,901	Michigan
Minnesota	5,836	-	4	-	5,840	467	-	467	6,307	Minnesota
Mississippi	7,015	655	-	1	7,671	469	190	659	8,330	Mississippi
Missouri	6,302	-	5	-	6,307	165	-	165	6,472	Missouri
Montana	2,091	133	-	-	2,224	52	56	108	2,332	Montana
Nebraska	3,048	-	-	-	3,048	139	-	139	3,187	Nebraska
Nevada	2,091	-	-	-	2,091	52	-	52	2,143	Nevada
New Hampshire	1,092	48	17	-	1,157	611	3	614	1,771	New Hampshire
New Jersey	3,673	-	24	-	3,697	552	-	552	4,249	New Jersey
New Mexico	5,667	-	-	373	6,040	2,466	-	2,466	8,506	New Mexico
New York	3,598	16	-	-	3,614	639	-	639	4,253	New York
North Carolina	4,537	-	-	17	4,554	987	51	1,038	5,592	North Carolina
North Dakota	1,517	-	-	-	1,517	2,098	-	2,098	3,615	North Dakota
Ohio	6,742	-	-	156	6,898	639	-	639	7,537	Ohio
Oklahoma	3,547	-	-	-	3,547	2,237	-	2,237	5,784	Oklahoma
Oregon	6,211	15	3	-	6,226	360	58	418	6,644	Oregon
Pennsylvania	4,136	227	-	110	4,473	1,306	158	1,464	5,937	Pennsylvania
Rhode Island	1,396	3	-	2	1,401	255	-	255	1,656	Rhode Island
South Carolina	4,999	-	-	-	4,999	639	11	650	5,649	South Carolina
South Dakota	5,863	-	-	215	6,078	94	-	94	6,172	South Dakota
Texas	18,561	-	29	-	18,590	2,565	-	2,565	21,155	Texas
Utah	2,845	-	-	12	2,857	236	-	236	3,093	Utah
Vermont	1,340	-	-	1	1,341	69	-	69	1,410	Vermont
Virginia	3,704	-	-	-	3,704	713	-	713	4,417	Virginia
Washington	2,593	-	-	85	2,678	294	-	294	2,972	Washington
West Virginia	2,593	-	-	-	2,593	294	-	294	2,887	West Virginia
Wisconsin	5,538	-	4	-	5,542	797	-	797	6,345	Wisconsin
Wyoming	3,171	-	-	60	3,231	11	-	11	3,242	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	228,576	2,908	342	2,662	232,488	31,559	893	30	34,333	Total

TOTAL ROAD AND STREET MILEAGE—1971¹ CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Highway Mileage

191

TABLE M-1
(FORMERLY PH-21)
SHEET 2 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL					FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN					TOTAL FEDERAL-AID SECONDARY HIGHWAY SYSTEM	STATE	
	ON STATE SYSTEM PRIMARY STREET	ON STATE SECONDARY STREET	ON COUNTY, TOWNSHIP ROADS	ON LOCAL STREET	IN STATE AND FEDERAL FOREST AREAS	TOTAL RURAL	ON STATE SYSTEM PRIMARY STREET	ON STATE SECONDARY STREET	ON COUNTY, TOWNSHIP ROADS	ON LOCAL STREET	IN STATE AND FEDERAL FOREST AREAS	TOTAL URBAN	
Alabama	1,948	1,136	9,208	253	-	11,945	140	29	-	274	-	443	Alabama
Alaska	1,575	-	1,575	21	-	1,596	18	-	-	406	-	21	Alaska
Arizona	1,778	-	1,653	36	-	1,814	236	-	-	123	-	460	Arizona
Arkansas	9,690	-	4,197	119	42	14,040	-	-	-	-	-	34,479	Arkansas
California	4,230	-	9,005	286	6	13,527	207	-	469	1,202	-	1,808	California
Colorado	4,411	-	809	-	-	5,220	46	257	-	36	-	340	Colorado
Connecticut	78	1,211	-	5	1	901	46	236	-	-	-	1,241	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	Delaware
Florida	5,944	5,344	2,457	24	-	13,369	662	301	154	41	1,034	34,403	Florida
Georgia	6,618	321	10,468	462	-	19,568	220	10	6	187	571	20,169	Georgia
Hawaii	1,707	-	3,493	88	4	5,490	10	-	-	72	83	11	Hawaii
Illinois	1,602	-	11,690	139	-	13,431	240	-	281	288	-	909	Illinois
Indiana	2,546	-	11,690	145	-	14,381	213	-	201	388	-	1,043	Indiana
Iowa	2,836	-	30,290	309	-	33,977	210	-	94	247	-	301	Iowa
Kansas	2,836	-	21,661	319	-	24,216	14	-	62	176	-	252	Kansas
Kentucky	670	12,134	1,466	18	-	14,588	68	270	26	13	-	327	Kentucky
Louisiana	1,499	6,608	17	-	-	8,104	68	193	-	-	-	281	Louisiana
Maine	2,842	-	1,466	67	-	4,375	87	278	444	152	5	966	Maine
Maryland	1,491	-	4,181	61	-	5,671	11	-	-	-	-	7,637	Maryland
Massachusetts	451	-	513	618	1	1,583	166	-	-	593	8	797	Massachusetts
Michigan	2,208	-	23,301	565	-	26,164	130	-	-	600	-	820	Michigan
Minnesota	4,057	-	25,068	1,008	-	30,133	90	-	30	452	-	542	Minnesota
Mississippi	4,170	-	11,658	172	-	16,090	88	-	97	136	-	336	Mississippi
Missouri	306	22,330	636	24	-	23,346	4	274	-	58	-	335	Missouri
Montana	3,752	-	5,079	168	100	17,473	10	13	-	69	-	913	Montana
Nevada	-	2,917	-	29	-	3,711	10	83	-	55	-	98	Nevada
New Hampshire	990	1,039	20	5	1	1,635	26	67	425	34	-	1,209	New Hampshire
New Jersey	28	-	1,311	9	3	1,351	113	-	-	-	-	113	New Jersey
New Mexico	5,755	-	5,755	2	-	5,761	113	-	300	702	3	1,755	New Mexico
New York	3,897	-	8,459	1,664	-	13,064	-	-	-	-	-	-	New York
North Carolina	8,279	19,999	11,568	1	5	27,894	503	680	-	9	-	1,192	North Carolina
North Dakota	9,806	-	1,568	272	-	11,646	794	-	651	1,135	-	2,906	North Dakota
Ohio	4,791	-	8,796	272	-	13,659	236	-	-	593	-	925	Ohio
Oklahoma	853	2,566	4,462	81	-	7,922	28	117	193	119	-	1,477	Oklahoma
Oregon	5,779	6,137	10,017	-	-	15,917	889	792	5	32	-	1,718	Oregon
Pennsylvania	4,312	15,018	1,207	24	-	20,558	251	452	11	3	-	23,881	Pennsylvania
Rhode Island	-	-	18,917	113	-	19,105	135	-	238	-	-	11	Rhode Island
South Carolina	2,860	-	8,655	66	-	11,571	135	-	-	-	-	11	South Carolina
South Dakota	39,053	-	1,488	96	-	39,053	1,488	-	70	57	-	1,488	South Dakota
Texas	2,447	-	1,305	-	-	3,752	1,566	-	-	-	-	283	Texas
Utah	1,112	-	800	31	-	1,913	20	-	-	-	-	29	Utah
Vermont	4,306	14,339	7,495	148	-	16,987	388	151	63	280	-	1,688	Vermont
Virginia	2,691	8,017	7,495	29	-	16,667	75	44	-	55	-	1,444	Virginia
West Virginia	5,362	-	12,896	6	-	18,171	178	-	-	872	-	2,060	West Virginia
Wyoming	2,219	-	439	-	-	2,664	21	-	-	121	-	27	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	121	Dist. of Col.
Total	181,108	129,040	986,832	9,136	369	606,495	9,512	4,133	4,616	9,834	16	28,311	Total

TOTAL ROAD AND STREET MILEAGE—1971¹ CLASSIFIED BY ADMINISTRATIVE SYSTEMS

TABLE 44A
(FORMERLY FM-21)
SHEET 3 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State Administrators

STATE	FEDERAL-AID URBAN HIGHWAY SYSTEM				FEDERAL-AID PRIMARY-URBAN TYPE II HIGHWAYS				STATE
	ON STATE PRIMARY SYSTEM	ON COUNTY TOWNSHIP ROADS	IN STATE AND FEDERAL FOREST AREAS	TOTAL	ON STATE PRIMARY SYSTEM	ON COUNTY TOWNSHIP ROADS	ON LOCAL STREETWAYS	IN STATE AND FEDERAL FOREST AREAS	
Alabama	-	-	-	51	-	-	563	-	Alabama
Alaska	-	-	-	165	-	-	178	-	Alaska
Arizona	-	-	-	165	-	-	25	-	Arizona
Arkansas	-	-	-	165	-	-	25	-	Arkansas
California	44	111	-	367	66	740	5,466	-	California
Connecticut	20	111	-	333	-	-	84	-	Connecticut
Delaware	63	32	-	95	-	3	96	-	Delaware
Florida	66	-	-	82	-	-	235	-	Florida
Georgia	-	-	-	82	-	-	235	-	Georgia
Idaho	-	-	-	8	-	-	83	-	Idaho
Illinois	16	16	-	300	84	-	32	-	Illinois
Indiana	16	16	-	173	-	116	430	-	Indiana
Iowa	-	-	-	103	-	-	495	-	Iowa
Kansas	-	-	-	77	-	-	506	-	Kansas
Kentucky	2	11	-	78	2	82	155	-	Kentucky
Louisiana	7	28	-	57	1	94	573	-	Louisiana
Maine	5	8	-	28	2	41	176	-	Maine
Maryland	-	-	-	-	-	-	-	-	Maryland
Massachusetts	9	-	-	260	2	-	274	-	Massachusetts
Michigan	-	148	-	681	-	-	276	-	Michigan
Minnesota	22	-	-	154	13	-	1,012	-	Minnesota
Mississippi	-	-	-	40	1	72	244	-	Mississippi
Missouri	-	-	-	-	129	73	-	-	Missouri
Montana	3	-	-	88	-	-	169	-	Montana
Nebraska	-	-	-	19	-	-	95	-	Nebraska
Nevada	-	-	-	-	-	-	-	-	Nevada
New Hampshire	5	-	-	18	1	21	134	-	New Hampshire
New Jersey	247	939	-	1,426	-	8	23	-	New Jersey
New Mexico	6	-	-	10	30	-	165	-	New Mexico
New York	-	-	-	46	-	-	161	-	New York
North Carolina	60	-	-	248	16	71	381	-	North Carolina
North Dakota	69	26	-	127	6	-	142	-	North Dakota
Ohio	3	-	-	46	4	18	82	-	Ohio
Oklahoma	-	-	-	-	-	-	-	-	Oklahoma
Oregon	11	27	-	122	-	-	1,228	-	Oregon
Pennsylvania	113	25	-	129	24	-	123	-	Pennsylvania
Rhode Island	15	-	-	11	-	-	111	-	Rhode Island
South Carolina	-	-	-	31	-	5	-	-	South Carolina
South Dakota	-	-	-	112	-	-	168	-	South Dakota
Tennessee	271	-	-	1,417	243	-	861	-	Tennessee
Texas	4	-	-	38	-	-	634	-	Texas
Utah	-	-	-	-	-	3	51	-	Utah
Vermont	-	-	-	57	-	-	17	-	Vermont
Washington	44	112	-	10	2	3	448	-	Washington
West Virginia	5	-	-	397	-	-	746	-	West Virginia
Wisconsin	7	-	-	-	-	-	103	-	Wisconsin
Wyoming	-	-	-	-	-	-	122	-	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	Dist. of Col.
Total	1,279	304	1,499	8,250	785	437	18,586	-	Total

TOTAL ROAD AND STREET MILEAGE IN STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE M-5
Sheet 1 of 4
October 1972

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL					FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN					TOTAL		STATE
	ON STATE PRIMARY SYSTEM	ON STATE ROADS EXCEPT TOWNSHIP ROADS	ON LOCAL STREETS	IN STATE AND FEDERAL FOREST AREAS	TOTAL RURAL AREAS	ON STATE PRIMARY SYSTEM	ON STATE ROADS EXCEPT TOWNSHIP ROADS	ON LOCAL STREETS	IN STATE AND FEDERAL FOREST AREAS	TOTAL URBAN	TOTAL PRIMARY SYSTEM	TOTAL SYSTEM	
Alabama	1,031	-	3	-	1,031	64	-	59	-	123	1,154	Alabama	
Alaska	74	-	-	-	74	17	-	-	-	17	91	Alaska	
Arizona	401	-	-	-	401	161	-	3	-	164	565	Arizona	
California	3,738	-	-	-	3,738	1,118	-	-	-	1,756	5,494	California	
Connecticut	142	75	-	1	218	151	-	18	-	169	387	Connecticut	
Delaware	98	-	-	-	98	111	-	-	-	111	209	Delaware	
Florida	712	-	-	-	712	477	-	8	-	485	1,197	Florida	
Georgia	1,111	10	-	-	1,121	21	-	3	-	24	1,145	Georgia	
Idaho	91	-	-	-	91	21	-	-	-	21	112	Idaho	
Illinois	2,401	13	2	-	2,416	1,771	6	84	-	1,855	4,271	Illinois	
Indiana	1,599	-	-	35	1,634	341	-	-	-	341	2,047	Indiana	
Iowa	567	-	1	-	568	221	-	1	-	222	790	Iowa	
Kansas	366	-	-	64	430	-	-	-	-	-	366	Kansas	
Kentucky	237	70	-	-	307	34	-	1	-	35	342	Kentucky	
Louisiana	531	2	-	-	533	30	-	-	-	30	563	Louisiana	
Maine	338	-	-	-	338	381	-	-	-	381	719	Maine	
Maryland	463	96	-	44	563	84	-	77	-	161	624	Maryland	
Massachusetts	119	-	26	39	184	55	-	-	-	55	239	Massachusetts	
Michigan	1,359	-	-	-	1,359	1,030	-	-	-	1,030	2,389	Michigan	
Minnesota	615	-	-	-	615	741	-	30	-	771	1,386	Minnesota	
Mississippi	284	-	-	-	284	153	-	-	-	153	437	Mississippi	
Missouri	158	-	-	-	158	138	-	38	-	176	336	Missouri	
Montana	339	-	-	-	339	112	-	-	-	112	451	Montana	
Nebraska	262	69	-	-	331	146	-	-	-	146	408	Nebraska	
Nevada	25	-	-	-	25	15	-	-	-	15	40	Nevada	
New Hampshire	634	10	-	1	645	325	-	8	-	333	978	New Hampshire	
New Jersey	2,415	-	20	76	2,511	1,284	1	77	-	1,361	3,872	New Jersey	
New Mexico	526	-	-	-	526	29	-	-	-	29	555	New Mexico	
New York	2,455	-	-	-	2,455	1,924	-	-	-	1,924	4,379	New York	
North Carolina	626	4	-	-	630	289	-	1	-	290	920	North Carolina	
North Dakota	399	-	-	88	487	170	-	-	-	170	659	North Dakota	
Ohio	2,455	-	-	38	2,493	942	-	-	-	942	3,435	Ohio	
Oklahoma	606	-	-	-	606	284	-	-	-	284	890	Oklahoma	
Oregon	459	-	-	-	459	219	-	-	-	219	678	Oregon	
Pennsylvania	1,444	-	-	-	1,444	217	-	-	-	217	1,661	Pennsylvania	
Rhode Island	783	-	-	-	783	219	-	-	-	219	1,002	Rhode Island	
South Carolina	307	7	-	-	314	61	-	1	-	62	376	South Carolina	
South Dakota	614	-	-	55	669	465	-	-	-	465	1,184	South Dakota	
Tennessee	2,733	-	-	-	2,733	1,977	-	-	-	1,977	4,710	Tennessee	
Texas	250	-	-	-	250	156	-	-	-	156	406	Texas	
Utah	107	-	-	-	107	148	-	-	-	148	255	Utah	
Vermont	201	-	-	-	201	128	-	-	-	128	329	Vermont	
Virginia	362	-	-	-	362	281	-	9	-	290	652	Virginia	
Washington	389	-	-	27	416	132	-	-	-	132	551	Washington	
West Virginia	1,021	-	-	-	1,021	408	-	-	-	408	1,429	West Virginia	
Wyoming	1,021	-	-	-	1,021	138	-	9	-	147	1,168	Wyoming	
Dist. of Col.	-	-	-	-	-	-	-	138	-	138	138	Dist. of Col.	
Total	12,022	471	79	469	13,031	20,265	990	910	686	22,461	35,496	Total	

TOTAL ROAD AND STREET MILEAGE IN STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Mileage as of December 31, 1971 compiled in cooperation with State authorities

TABLE M-5
Sheet 2 of 4
October 1972

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL					FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN					TOTAL SECONDARY HIGHWAY SYSTEM	STATE
	ON FEDERAL AID SYSTEM	ON STATE ROADS	ON COUNTY ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST LANDS	TOTAL RURAL ROADS	ON STATE ROADS	ON COUNTY ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST LANDS	TOTAL URBAN	
Alabama	667	189	2,109	66	-	3,031	61	-	211	-	3,299	Alabama
Alaska	67	-	-	-	-	67	12	-	-	-	79	Alaska
Arizona	311	-	634	19	6	964	12	34	369	-	415	Arizona
Arkansas	741	-	697	11	-	1,445	72	-	-	-	121	Arkansas
California	1,964	-	4,495	283	-	6,742	155	448	1,013	-	8,486	California
Colorado	393	-	393	-	-	786	12	-	32	-	818	Colorado
Connecticut	1	170	-	-	-	170	4	-	32	-	174	Connecticut
Delaware	-	-	-	-	-	-	156	-	-	-	156	Delaware
Florida	540	-	-	94	-	1,532	94	125	94	-	1,845	Florida
Georgia	24	33	39	56	-	109	6	-	10	-	68	Georgia
Hawaii	-	-	-	-	-	-	-	-	-	-	-	Hawaii
Idaho	-	-	-	-	-	-	-	-	-	-	-	Idaho
Illinois	799	-	2,557	103	-	3,459	300	24	213	-	3,976	Illinois
Indiana	1,591	-	2,470	88	-	4,149	125	99	148	-	4,592	Indiana
Iowa	61	-	2,139	18	-	2,218	3	94	108	-	165	Iowa
Kansas	20	788	331	-	-	939	1	137	18	-	165	Kansas
Kentucky	194	685	-	-	-	879	42	107	9	-	1,104	Kentucky
Louisiana	15	23	659	19	-	727	12	27	77	-	1,028	Louisiana
Maine	3	-	-	-	-	3	-	-	-	-	3	Maine
Maryland	53	588	91	6	-	698	274	444	92	-	2,894	Maryland
Massachusetts	149	-	155	335	-	449	-	-	635	8	1,239	Massachusetts
Michigan	300	-	2,116	315	-	2,731	166	-	338	-	3,235	Michigan
Minnesota	129	-	537	11	-	677	4	25	146	-	1,217	Minnesota
Mississippi	3	1,873	160	3	-	2,039	2	-	37	-	2,042	Mississippi
Missouri	-	53	588	91	-	698	274	444	92	-	2,894	Missouri
Montana	-	-	-	-	-	-	-	-	-	-	-	Montana
Nebraska	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada	-	-	-	-	-	-	-	-	-	-	-	Nevada
New Hampshire	29	38	877	7	-	952	35	224	30	-	1,219	New Hampshire
New Jersey	91	-	-	-	-	91	12	-	-	-	103	New Jersey
New Mexico	1,903	-	2,749	1,596	-	5,248	621	-	-	-	6,169	New Mexico
New York	1,264	3,459	-	-	-	4,723	211	-	4	-	629	New York
North Carolina	2,667	529	3,196	16	-	6,402	54	581	6	-	8,338	North Carolina
North Dakota	2,667	529	3,196	16	-	6,402	54	581	6	-	8,338	North Dakota
Oklahoma	666	-	1,137	92	-	1,995	173	82	1,502	-	2,612	Oklahoma
Oregon	3	144	149	24	-	327	7	70	91	-	344	Oregon
Pennsylvania	172	-	-	-	-	172	-	-	-	-	-	Pennsylvania
Rhode Island	1,182	2,049	266	-	-	3,497	122	244	11	-	3,861	Rhode Island
South Carolina	-	-	-	-	-	-	-	-	-	-	-	South Carolina
South Dakota	30	318	600	5	-	1,233	-	127	11	-	366	South Dakota
Texas	7,344	-	-	-	-	7,344	1,038	-	2,295	-	8,323	Texas
Utah	342	-	121	13	-	476	145	69	51	-	741	Utah
Vermont	463	1,657	94	122	-	2,336	265	120	220	-	3,034	Vermont
Virginia	102	1,354	927	30	-	3,383	148	356	72	-	4,061	Virginia
Washington	749	-	1,809	-	-	2,558	17	-	417	-	3,117	Washington
West Virginia	-	-	-	-	-	-	-	-	-	-	-	West Virginia
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	Wisconsin
Wyoming	-	-	-	-	-	-	-	-	-	-	-	Wyoming
Total	24,989	15,342	43,535	3,333	6	87,135	5,084	2,147	3,488	8	17,512	Total

TOTAL ROAD AND STREET MILEAGE IN STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE M-5
SUMMARY
OCTOBER 1972

STATE	FEDERAL-AID HIGHWAY SYSTEM					FEDERAL-AID PRIMARY-URBAN TYPE II HIGHWAYS					TOTAL	STATE
	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	TOTAL	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$		
	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	TOTAL	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$	ON STATE SECONDARY ROADS $\frac{1}{2}$		
Alabama	-	-	-	-	-	51	-	-	-	-	51	Alabama
Alaska	-	-	-	-	-	185	-	-	-	-	185	Alaska
Arizona	-	-	-	-	-	64	-	-	-	-	64	Arizona
California	44	111	207	207	63	362	-	-	-	-	362	California
Colorado	6	22	202	202	5	230	-	-	-	-	230	Colorado
Connecticut	63	104	282	282	-	411	-	-	-	-	411	Connecticut
Delaware	-	-	-	-	-	33	-	-	-	-	33	Delaware
Florida	66	-	-	-	-	82	-	-	-	-	82	Florida
Georgia	-	-	-	-	-	27	-	-	-	-	27	Georgia
Hawaii	-	-	-	-	-	27	-	-	-	-	27	Hawaii
Idaho	-	-	-	-	-	8	-	-	-	-	8	Idaho
Illinois	34	14	152	152	-	200	-	-	-	-	200	Illinois
Indiana	16	12	78	78	8	106	-	-	-	-	106	Indiana
Iowa	-	-	-	-	-	77	-	-	-	-	77	Iowa
Kansas	-	-	-	-	-	77	-	-	-	-	77	Kansas
Kentucky	3	11	32	32	-	78	-	-	-	-	78	Kentucky
Louisiana	7	28	22	22	2	92	-	-	-	-	92	Louisiana
Maine	4	5	10	10	-	27	-	-	-	-	27	Maine
Maryland	-	-	-	-	-	304	-	-	-	-	304	Maryland
Massachusetts	9	148	239	239	2	398	-	-	-	-	398	Massachusetts
Michigan	22	113	113	113	11	350	-	-	-	-	350	Michigan
Minnesota	-	-	-	-	-	150	-	-	-	-	150	Minnesota
Mississippi	-	-	-	-	-	40	-	-	-	-	40	Mississippi
Missouri	-	-	-	-	-	68	-	-	-	-	68	Missouri
Montana	-	-	-	-	-	122	-	-	-	-	122	Montana
Nebraska	3	2	83	83	-	88	-	-	-	-	88	Nebraska
Nevada	-	-	-	-	-	19	-	-	-	-	19	Nevada
New Hampshire	5	5	-	-	-	10	-	-	-	-	10	New Hampshire
New Jersey	48	186	84	84	-	318	-	-	-	-	318	New Jersey
New Mexico	-	-	-	-	-	48	-	-	-	-	48	New Mexico
New York	-	-	-	-	-	30	-	-	-	-	30	New York
North Carolina	60	48	100	100	16	213	-	-	-	-	213	North Carolina
North Dakota	-	-	-	-	-	14	-	-	-	-	14	North Dakota
Ohio	3	12	43	43	6	64	-	-	-	-	64	Ohio
Oklahoma	-	-	-	-	-	16	-	-	-	-	16	Oklahoma
Oregon	11	1	83	83	-	122	-	-	-	-	122	Oregon
Pennsylvania	54	74	-	-	-	128	-	-	-	-	128	Pennsylvania
Rhode Island	1	-	-	-	-	11	-	-	-	-	11	Rhode Island
South Carolina	-	-	-	-	-	5	-	-	-	-	5	South Carolina
South Dakota	-	-	5	5	-	5	-	-	-	-	5	South Dakota
Tennessee	277	-	-	-	-	112	-	-	-	-	112	Tennessee
Texas	8	112	220	220	6	344	-	-	-	-	344	Texas
Utah	-	-	1	1	-	34	-	-	-	-	34	Utah
Vermont	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia	-	-	-	-	-	-	-	-	-	-	-	Virginia
Washington	44	112	-	-	-	587	-	-	-	-	587	Washington
West Virginia	-	-	-	-	-	10	-	-	-	-	10	West Virginia
Wisconsin	7	-	190	190	-	197	-	-	-	-	197	Wisconsin
Wyoming	-	-	-	-	-	-	-	-	-	-	-	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	1,074	293	955	4,964	41	7,327	369	1,621	15,373	-	10,388	Total

TOTAL ROAD AND STREET MILEAGE IN STANDARD METROPOLITAN STATISTICAL AREAS—1971¹

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Mileage as of December 31, 1971, compiled in cooperation with State authorities.

TABLE M-5
Sheet 1 of 4
Continued 1971.

STATE	EXCLUDING FEDERAL-AID HIGHWAY SYSTEMS - RURAL AND URBAN - DENMARK				EXCLUDING FEDERAL-AID HIGHWAY SYSTEMS - URBAN TYPE II				EXCLUDING FEDERAL-AID HIGHWAY SYSTEMS - URBAN TYPE II				TOTAL	TOTAL NON-FEDERAL-AID, TYPE II MILEAGE	STATE
	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR CITY STREETS	ON LOCAL CITY STREETS	IN STATE PARK AND FOREST	TOTAL	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR CITY STREETS	ON LOCAL CITY STREETS	IN STATE PARK AND FOREST	TOTAL	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR CITY STREETS	ON LOCAL CITY STREETS	IN STATE PARK AND FOREST	TOTAL
Alabama	2,105	189	2,123	390	4,807	55	1,140	9,648	4,466	77	13,396	90,655	13,396	90,655	Alabama
Alaska	170	-	170	-	170	-	130	130	148	65	343	10,895	10,895	10,895	Alaska
Arizona	1,437	687	2,124	6	2,843	-	4,666	2,695	1,538	1,078	12,486	7,486	12,486	7,486	Arizona
California	7,659	-	7,659	1,485	13,846	36	39,041	38,456	6,471	6,471	11,127	1,035	11,127	1,035	California
Connecticut	1,823	-	1,823	202	1,517	16	7,290	3,494	6,471	3,494	9,381	11,862	11,862	11,862	Connecticut
Delaware	577	866	1,111	334	1,799	110	388	1,297	244	78	1,423	1,423	1,423	1,423	Delaware
Florida	232	530	-	-	780	-	801	-	-	-	-	-	-	-	Florida
Georgia	1,899	-	1,899	212	3,115	174	-	5,289	4,775	26	10,644	13,550	13,550	13,550	Georgia
Hawaii	138	149	32	40	367	-	-	238	664	343	986	1,237	1,237	1,237	Hawaii
Illinois	5,347	-	5,347	554	6,194	1,075	-	13,305	13,305	-	33,606	42,840	42,840	42,840	Illinois
Indiana	1,808	-	2,019	219	4,086	48	-	17,607	1,102	40	19,759	19,759	19,759	19,759	Indiana
Iowa	1,808	-	2,019	219	4,086	48	-	17,607	1,102	40	19,759	19,759	19,759	19,759	Iowa
Kansas	679	-	1,193	203	2,160	17	-	4,438	2,966	12	7,413	9,966	9,966	9,966	Kansas
Kentucky	471	1,662	160	42	1,743	90	318	2,374	1,800	22	4,894	6,861	6,861	6,861	Kentucky
Louisiana	1,085	815	-	78	1,968	11	583	4,867	33	33	9,515	12,181	12,181	12,181	Louisiana
Maine	1,108	-	1,108	198	3,940	22	225	7,324	2,427	194	10,192	14,655	14,655	14,655	Maine
Maryland	1,292	-	1,292	1,489	2,987	64	-	1,142	12,868	115	14,519	17,765	17,765	17,765	Maryland
Massachusetts	2,777	-	6,714	1,393	10,814	10	-	17,207	12,644	311	33,699	39,861	39,861	39,861	Massachusetts
Michigan	1,515	-	2,041	1,165	3,756	23	-	6,055	4,900	61	11,016	14,566	14,566	14,566	Michigan
Minnesota	1,044	2,341	160	48	3,545	1	99	5,646	7,846	250	14,590	19,760	19,760	19,760	Minnesota
Mississippi	493	599	945	14	1,247	-	303	2,334	1,774	159	4,467	5,433	5,433	5,433	Mississippi
Missouri	599	599	945	14	1,247	-	303	2,334	1,774	159	4,467	5,433	5,433	5,433	Missouri
Montana	271	-	271	9	271	18	-	5,139	930	20	6,069	6,069	6,069	6,069	Montana
Nebraska	1,121	-	1,121	9	2,271	91	-	3,671	1,015	67	4,977	6,977	6,977	6,977	Nebraska
Nevada	678	-	2,760	1,933	11,138	174	-	14,789	22,661	611	37,639	40,988	40,988	40,988	Nevada
New Hampshire	3,179	-	3,179	105	6,560	40	8,323	4,348	67	13,778	19,786	19,786	19,786	19,786	New Hampshire
New Jersey	1,492	-	3,705	1,291	12,323	207	-	20,477	14,862	79	35,991	40,991	40,991	40,991	New Jersey
New Mexico	1,810	-	1,810	637	3,742	50	-	6,231	5,831	75	12,943	16,712	16,712	16,712	New Mexico
New York	699	947	669	148	2,113	-	5	6,231	2,412	6,472	13,690	37,869	37,869	37,869	New York
North Carolina	543	-	543	11	766	73	-	3,939	2,409	46	3,402	3,402	3,402	3,402	North Carolina
Ohio	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Ohio
Oklahoma	699	947	669	148	2,113	-	5	6,231	2,412	6,472	13,690	37,869	37,869	37,869	Oklahoma
Oregon	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Oregon
Pennsylvania	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Pennsylvania
Rhode Island	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Rhode Island
South Carolina	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	South Carolina
South Dakota	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	South Dakota
Tennessee	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Tennessee
Texas	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Texas
Utah	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Utah
Vermont	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Vermont
Virginia	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Virginia
West Virginia	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	West Virginia
Wisconsin	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Wisconsin
Wyoming	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Wyoming
Dist. of Col.	1,492	-	1,492	22	5,934	19	1,393	6,317	234	234	10,862	16,712	16,712	16,712	Dist. of Col.
Total	83,444	18,846	48,075	36,944	167,789	5,523	22,968	286,984	260,705	21,864	596,654	705,241	705,241	705,241	Total

¹ See table M-3, 1971, for information on the Federal-Aid Highway System. ² Includes mileage in parks and forests that is reported in the column under State or local. ³ Includes mileage of counties, but not State control for all counties in Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada and Kentucky mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine. ⁴ Data not available. ⁵ There are no SRA's in the State as of December 31, 1971.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1971

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

Mileage as of December 31, 1971, compiled from reports of State authorities.

TABLE M-21
OCTOBER 1972

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/				FEDERAL-AID HIGHWAY SYSTEMS				TOTAL	
	RURAL		URBAN		RURAL		URBAN		FEDERAL-AID SECONDARY HIGHWAY SYSTEM		TOTAL FEDERAL-AID SYSTEMS			
State primary highway system:														
Rural	31,121	1,909	33,100	204,003	7,312	211,315	105	172,260	2,598	174,768	386,188	75	22,669	408,312
Municipal 5,000 and over	439	5,694	6,113	2,345	23,402	25,747	1,170	849	6,720	7,569	34,486	707	3,485	39,178
Municipal under 5,000	998	195	1,193	12,128	845	12,973	4	8,199	284	8,483	21,460	3	1,119	22,982
Subtotal	32,608	7,798	40,406	218,476	31,559	250,035	1,279	181,308	9,512	190,820	442,134	785	26,473	469,392
State secondary highway system:														
Rural	45	14	59	2,098	153	2,251	40	76,049	1,451	77,500	79,791	45	41,709	121,945
Municipal 5,000 and over	5	70	75	129	650	779	176	1,809	2,298	3,253	7,898	241	4,364	7,858
Municipal under 5,000	-	-	-	115	5	120	1	1,962	47	2,009	2,130	4	2,786	4,920
Subtotal	50	84	134	2,342	808	3,150	217	78,420	3,327	81,807	85,174	290	48,599	134,323
County roads under State control:														
Rural	50	-	50	159	5	164	28	49,884	487	50,371	50,563	72	102,219	152,854
Municipal 5,000 and over	-	16	16	-	85	85	58	3	492	495	638	71	687	1,396
Municipal under 5,000	2	-	2	7	-	7	1	673	27	700	708	4	1,140	2,158
Subtotal	52	16	68	166	90	256	87	50,560	1,006	51,566	51,999	147	104,346	156,402
Total State Highways	32,710	7,898	40,608	220,984	32,457	253,441	1,573	310,348	13,845	324,193	579,217	1,292	179,678	760,117
County roads	-	1	1	211	23	234	1,413	281,031	4,469	285,500	287,147	1,845	1,437,611	1,756,603
Town, township and other local	1	4	5	131	7	138	86	5,791	347	5,938	6,162	10	523,966	599,668
City streets 2/	1	120	121	140	1,130	1,270	5,127	9,156	9,834	18,990	25,387	18,586	471,688	515,661
Roads not overlapping State, county, or other local system:														
State park, forest, reservation, and other roads	177	13	190	220	254	474	40	15	11	26	540	-	26,574	27,114
National park, forest, and reservation roads	-	-	-	285	-	285	-	151	2	153	438	-	196,401	196,639
Toll facilities	1,531	547	2,078	1,557	562	2,119	1	3	3	6	2,126	-	814	2,940
TOTAL EXISTING MILEAGE 3/	34,420	8,593	43,003	223,568	34,433	257,961	8,290	606,495	28,311	634,806	901,017	21,663	2,856,262	3,758,942

1/ Mileage of Interstate System included.

2/ Municipal extensions of county, town, and township roads included.

3/ Does not include mileage in Puerto Rico.

^{1/} Mileage of Interstate System included.^{2/} Municipal extensions of county, town, and township roads included.^{3/} Does not include mileage in Puerto Rico.

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

[illegible]

MILEAGE BUILT ON STATE HIGHWAYS—1971
CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

TABLE SMB-2
SHEET 2 OF 2
SEPTEMBER 1972

From reports of STATE AGENCIES

SECONDARY ROADS UNDER STATE CONTROL - RURAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILEAGE GRADED AND DRAINED	SECONDARY STATE HIGHWAYS	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/	TOTAL MILE
---	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	----------------------------------	--------------------------	----------------------------	---------------------	------------

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS—1971

CLASSIFIED BY SYSTEM

b. In year as of December 31, 1971 compiled from reports of State authorities

TABLE 94-1
OCTOBER 1972

STATE	TOTAL MILEAGE					SURFACE MILEAGE				
	RURAL ROADS					URBAN ROADS				
	STATE PRIMARY	COUNTY PRIMARY	STATE SECONDARY	COUNTY SECONDARY	TOTAL	STATE PRIMARY	COUNTY PRIMARY	STATE SECONDARY	COUNTY SECONDARY	TOTAL
Alabama	8,694	10,369	1,685	86	20,534	8,694	10,369	1,685	86	20,534
Alaska	5,467	5,467	323	323	5,790	5,467	5,467	323	323	5,790
Arizona	12,948	13,406	1,658	1,658	14,566	12,948	13,406	1,658	1,658	14,566
California	13,406	13,406	2,271	2,271	15,677	13,406	13,406	2,271	2,271	15,677
Colorado	8,130	8,130	922	922	9,052	8,130	8,130	922	922	9,052
Connecticut	1,189	1,189	1,189	1,189	2,378	1,189	1,189	1,189	1,189	2,378
Delaware	517	517	517	517	1,034	517	517	517	517	1,034
Florida	10,999	10,999	6,742	6,742	17,741	10,999	10,999	6,742	6,742	17,741
Georgia	15,452	15,452	2,410	2,410	17,862	15,452	15,452	2,410	2,410	17,862
Hawaii	1,000	1,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	2,000
Idaho	1,227	1,227	1,227	1,227	2,454	1,227	1,227	1,227	1,227	2,454
Illinois	10,108	10,108	1,296	1,296	11,404	10,108	10,108	1,296	1,296	11,404
Iowa	8,808	8,808	1,296	1,296	10,104	8,808	8,808	1,296	1,296	10,104
Kansas	9,175	9,175	1,296	1,296	10,471	9,175	9,175	1,296	1,296	10,471
Kentucky	4,153	4,153	1,088	1,088	5,241	4,153	4,153	1,088	1,088	5,241
Louisiana	13,701	13,701	1,088	1,088	14,789	13,701	13,701	1,088	1,088	14,789
Maine	1,730	1,730	1,730	1,730	3,460	1,730	1,730	1,730	1,730	3,460
Maryland	1,906	1,906	1,906	1,906	3,812	1,906	1,906	1,906	1,906	3,812
Massachusetts	7,966	7,966	1,047	1,047	9,013	7,966	7,966	1,047	1,047	9,013
Michigan	10,117	10,117	1,047	1,047	11,164	10,117	10,117	1,047	1,047	11,164
Minnesota	9,713	9,713	1,047	1,047	10,760	9,713	9,713	1,047	1,047	10,760
Missouri	31,043	31,043	1,103	1,103	32,146	31,043	31,043	1,103	1,103	32,146
Montana	6,293	6,293	1,047	1,047	7,340	6,293	6,293	1,047	1,047	7,340
Nebraska	2,018	2,018	1,047	1,047	3,065	2,018	2,018	1,047	1,047	3,065
Nevada	1,343	1,343	1,343	1,343	2,686	1,343	1,343	1,343	1,343	2,686
New Hampshire	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
New Jersey	1,688	1,688	1,688	1,688	3,376	1,688	1,688	1,688	1,688	3,376
New Mexico	11,607	11,607	1,103	1,103	12,710	11,607	11,607	1,103	1,103	12,710
New York	11,607	11,607	1,103	1,103	12,710	11,607	11,607	1,103	1,103	12,710
North Carolina	11,607	11,607	1,103	1,103	12,710	11,607	11,607	1,103	1,103	12,710
North Dakota	1,688	1,688	1,688	1,688	3,376	1,688	1,688	1,688	1,688	3,376
Ohio	15,922	15,922	1,047	1,047	16,969	15,922	15,922	1,047	1,047	16,969
Oregon	4,322	4,322	1,088	1,088	5,410	4,322	4,322	1,088	1,088	5,410
Pennsylvania	13,701	13,701	1,088	1,088	14,789	13,701	13,701	1,088	1,088	14,789
Rhode Island	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
South Carolina	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
South Dakota	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Tennessee	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Texas	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Utah	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Vermont	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Virginia	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Washington	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
West Virginia	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Wisconsin	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Wyoming	1,251	1,251	1,251	1,251	2,502	1,251	1,251	1,251	1,251	2,502
Total	401,312	401,312	132,814	132,814	534,126	401,312	401,312	132,814	132,814	534,126

1/ New includes mileage that is not classified as part of the State system but which constitutes the municipal portion of a State route within city or town limits.

2/ Includes mileage of State park, forest, institutional, toll, and other roads under State system.

3/ Includes 930 miles of ferry routes.

4/ Includes 6,530 miles rural and 570 miles municipal designated as a farm-to-market system, all of which are surfaced system.

5/ Statewide system.

EXISTING MILEAGE OF STATE HIGHWAYS - 1971 CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Mileage as of December 31, 1970 compiled from reports of State authorities

TABLE 9M-2
U.S. DEPARTMENT OF COMMERCE
OCTOBER, 1972

STATE	NON- SURFACE MILEAGE	PRIMARY STATE HIGHWAYS - RURAL										TOTAL SURFACE MILEAGE	TOTAL NON- SURFACE MILEAGE	TOTAL MILEAGE	TOTAL PRIMARY STATE SYSTEM	STATE	
		SURFACE MILEAGE 2/					NON-SURFACE MILEAGE 2/										
		P	F	G-2	J	TOTAL	D	E	F	G-2	J						TOTAL
		R-1	R-1	R-1	R-1												
Alabama	1,147	4	2,405	5,047	338	8,649	-	389	1,397	109	1,695	1,695	10,379	10,379	10,379	Alabama	
Alaska	0	0	1,662	33	33	2,366	45	36	92	55	4	73	-	2,441	2,441	Alaska	
Arizona	48	136	1,666	3,861	370	5,446	-	13	262	73	321	321	4,148	4,148	4,148	Arizona	
Arkansas	73	1,218	5,613	576	1,272	12,875	-	1	1,166	1,627	1,627	1,627	74	14,502	14,577	Arkansas	
California	18	644	2,052	8,146	1,316	12,358	-	3	40	1,348	680	2,073	18	14,659	14,677	California	
Colorado	2	22	16	7,644	447	8,349	8,350	-	1	537	46	582	2	8,940	8,942	Colorado	
Connecticut	-	-	-	36	361	517	-	-	3	70	23	96	-	1,031	1,031	Connecticut	
Delaware	-	-	-	14	365	161	517	-	-	3	70	23	-	1,031	1,031	Delaware	
Florida	20	31	1,648	8,152	295	10,279	-	-	112	1,597	159	1,859	20	12,138	12,158	Florida	
Georgia	37	100	2,467	12,433	796	15,348	-	-	93	2,692	249	2,910	20	17,358	17,362	Georgia	
Hawaii	27	114	1,405	3,371	48	4,638	-	-	1	297	13	312	4	4,950	4,950	Hawaii	
Idaho	43	114	1,405	3,371	48	4,638	-	-	1	297	13	312	4	4,950	4,950	Idaho	
Illinois	1	15	439	7,913	1,089	11,236	-	-	1	54	1,081	1,136	1	15,469	15,471	Illinois	
Indiana	-	-	80	282	2,622	3,628	8,808	-	2	38	569	617	1,296	10,033	10,033	Indiana	
Iowa	-	-	82	5,130	3,675	960	9,725	-	2	175	322	279	726	10,451	10,451	Iowa	
Kentucky	-	-	101	3,123	931	4,151	-	-	3	298	73	374	-	4,527	4,527	Kentucky	
Louisiana	-	-	1	3,056	792	3,848	-	-	50	546	276	841	-	4,527	4,527	Louisiana	
Maine	-	-	1	1,767	1,717	3,481	-	-	2	127	33	162	-	2,068	2,068	Maine	
Maryland	-	-	74	703	13	786	-	-	92	1,801	32	1,947	-	2,763	2,763	Maryland	
Massachusetts	-	-	2,725	3,243	2,009	7,977	-	-	76	713	168	1,477	-	9,250	9,250	Massachusetts	
Michigan	-	4	1,413	4,961	1,659	8,333	-	5	86	1,590	302	1,981	-	10,314	10,314	Michigan	
Minnesota	-	4	2,384	2,011	2,089	7,066	-	-	112	296	445	753	-	7,797	7,797	Minnesota	
Mississippi	-	4	5,665	1,406	1,191	8,266	-	-	2	149	219	371	-	9,714	9,714	Mississippi	
Missouri	-	45	1,411	2,079	2,079	6,293	-	-	2	149	219	371	-	9,714	9,714	Missouri	
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Montana	
Nebraska	-	-	719	425	453	1,667	-	-	312	502	77	891	-	2,560	2,560	Nebraska	
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada	
New Hampshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	New Hampshire	
New Jersey	-	1,319	3,357	5,419	136	11,675	-	18	117	719	65	913	1,324	15,177	15,177	New Jersey	
New Mexico	-	-	680	6,033	1,004	7,717	-	-	42	3,423	708	4,173	-	11,619	11,619	New Mexico	
North Carolina	-	42	2,227	8,748	704	11,787	-	-	1	1,394	172	1,566	3	13,312	13,312	North Carolina	
Ohio	-	-	468	1,408	1,705	3,581	-	-	16	2,446	663	3,065	-	19,097	19,097	Ohio	
Oklahoma	-	366	4,404	4,456	10,596	19,822	-	-	15	649	436	1,235	-	22,004	22,004	Oklahoma	
Oregon	22	10	267	3,027	136	4,400	-	-	9	327	68	404	22	4,804	4,806	Oregon	
Pennsylvania	-	1	96	781	2,041	2,916	-	-	2	128	207	747	2,922	16,399	16,399	Pennsylvania	
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Rhode Island	
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	South Carolina	
Tennessee	40	1,068	1,950	4,959	677	7,914	-	1	30	149	76	246	90	9,540	9,540	Tennessee	
Texas	107	6	42	2,025	17,666	1,343	61,445	22	3	1,778	1,005	6,646	179	68,002	68,131	Texas	
Utah	77	289	376	3,997	42	4,706	-	-	5	64	533	646	-	5,265	5,265	Utah	
Vermont	-	-	35	115	2,188	11	2,349	-	-	11	104	1	288	2,577	2,577	Vermont	
Washington	-	81	1,214	6,060	432	8,186	-	-	60	1,327	177	1,564	-	6,865	6,865	Washington	
West Virginia	-	-	2	114	4,279	4,395	-	-	5	449	79	530	-	5,303	5,303	West Virginia	
Wisconsin	-	10	973	720	1,940	10,214	-	-	2	96	679	1,713	-	11,927	11,927	Wisconsin	
Wyoming	-	15	51	844	4,849	3,352	9,593	-	-	1	10	127	157	6,008	6,008	Wyoming	
Total	1,218	8,237	311,946	279,029	43,152	605,134	-	75	123	5,616	42,901	112,897	15	722,031	722,031	Total	

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—RURAL—1971 CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Notes as of December 31, 1971 omitted
from reports of State Department of Transportation

TABLE 94-5
OCTOBER 1972

STATE	LANE-TYPE SURFACE 1/					INTERMEDIATE-TYPE SURFACE 2/					HIGH-TYPE SURFACE 3/					TOTAL BRIDGE MILEAGE			
	LANE-TYPE SURFACE 1/					INTERMEDIATE-TYPE SURFACE 2/					HIGH-TYPE SURFACE 3/								
	MAINT 200	20-23	24-26	27-35	36-43	44-47	48	49	50	TOTAL	20-23	24-26	27-35	36-43	44-47	48	49	50	TOTAL
Alabama	6	168	109	113	66	-	9	-	610	2	59	-	110	18	15	-	24	24	6,486
Arizona	53	10	156	10	15	-	-	-	1,273	2	-	-	-	-	-	-	-	-	2,660
Arkansas	1,239	234	59	24	2	-	-	-	-	1,534	-	-	-	-	-	-	-	-	1,534
California	347	130	7	61	-	-	644	36	969	282	409	156	3	-	-	-	-	-	12,986
Colorado	19	17	33	79	63	10	-	-	203	3	-	-	-	-	-	-	-	-	6,377
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	537
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	23	12	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,779
Georgia	20	10	8	1	8	-	-	-	100	2	-	-	-	-	-	-	-	-	13,359
Hawaii	81	10	-	-	-	-	-	-	114	22	293	295	18	3	-	-	-	-	3,952
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	7	6	-	3	1	-	-	-	15	154	181	20	1	-	-	-	-	-	12,782
Indiana	-	2	-	-	-	-	-	-	80	2	-	-	-	-	-	-	-	-	1,651
Iowa	-	-	-	-	-	-	-	-	60	2	-	-	-	-	-	-	-	-	9,725
Kansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	-	-	-	-	-	-	-	-	101	-	-	-	-	-	-	-	-	-	1,511
Louisiana	9	1	-	-	-	-	-	-	894	36	37	9	-	-	-	-	-	-	3,048
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,076
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	-	-	-	-	-	-	-	-	26	17	-	-	-	-	-	-	-	-	120
Minnesota	606	165	11	8	3	-	-	-	789	313	3,253	247	1	2	-	-	-	-	10,111
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,969
Missouri	3	-	-	-	-	-	-	-	64	25	1,796	88	-	-	-	-	-	-	7,045
Montana	80	188	351	38	86	-	-	-	719	25	213	1,292	1,411	994	10	-	-	-	9,800
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey	260	60	221	29	7	-	-	-	1,366	50	3,775	2,018	1,475	-	-	-	-	-	15,992
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Carolina	40	-	-	-	-	-	-	-	42	964	86	12	-	-	-	-	-	-	460
North Dakota	-	-	-	-	-	-	-	-	29	1,194	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073
Ohio	149	83	58	47	3	-	-	-	566	591	1,703	1,703	1,703	1,703	1,703	1,703	1,703	1,703	1,703
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oregon	-	-	-	-	-	-	-	-	10	79	139	5	8	-	-	-	-	-	661
Pennsylvania	79	1	-	-	-	-	-	-	80	874	713	9	-	-	-	-	-	-	13,245
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Dakota	863	317	268	168	109	-	-	-	1,808	48	131	931	146	101	1	-	-	-	7,543
Tennessee	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	125	7	35	46	3	-	-	-	5	8,739	23,815	2,045	427	47	30	-	-	-	13,470
Utah	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	31	3	1	-	-	-	-	-	35	4	74	27	18	1	-	-	-	-	2,009
Virginia	19	18	1	10	-	-	-	-	20	625	1,477	625	6	-	-	-	-	-	13,245
West Virginia	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,773
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wyoming	24	9	23	-	-	-	-	-	10	27	241	951	23	7	-	-	-	-	1,041
Total	4,129	1,493	1,893	1,016	545	71	62	1	8,039	49,756	25,263	4,405	405	99	463	131,956	28,032	45,375	975,480

1/ Consists of all new, stabilized soil, and gravel or stone surfaces (Type 0 and B).

2/ Consists of business enterprises, business centers, markets, and portland cement concrete surfaces.

3/ Consists of business enterprises, business centers, markets, and portland cement concrete surfaces.

1/ Consists of bituminous pavements, bituminous concrete, sheet asphalt, and portland cement concrete
2/ (Type 2-5, 2-6, 2-7, and 2-8)
3/ (Type 3-1, 3-2, 3-3, and 3-4)

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—MUNICIPAL EXTENSIONS—1971

CLASSIFIED BY WIDTH

Mileage as of December 31, 1971 compiled
from reports of State authorities

TABLE SM-9
OCTOBER 1972

STATE	WIDTH IN FEET								TOTAL MUNICIPAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	29	441	114	199	99	119	96	588	1,685	Alabama
Alaska	5	31	12	78	20	11	12	18	187	Alaska
Arizona	-	-	11	4	24	70	4	208	321	Arizona
Arkansas	203	500	211	336	75	80	26	196	1,627	Arkansas
California	17	64	64	112	44	86	89	1,795	2,271	California
Colorado	3	14	57	92	11	22	21	372	592	Colorado
Connecticut	25	81	110	78	33	26	29	492	874	Connecticut
Delaware	1	2	5	12	11	17	7	41	96	Delaware
Florida	60	166	84	359	95	187	85	823	1,859	Florida
Georgia	117	405	190	682	183	304	113	416	2,410	Georgia
Hawaii	1	1	1	5	2	-	6	48	64	Hawaii
Idaho	15	25	27	37	37	35	14	122	312	Idaho
Illinois	415	295	293	424	172	828	167	950	3,544	Illinois
Indiana	51	103	124	224	139	220	64	284	1,209	Indiana
Iowa	106	81	86	367	83	69	89	345	1,226	Iowa
Kansas	2	10	24	141	54	81	57	357	726	Kansas
Kentucky	40	28	15	25	57	87	19	103	374	Kentucky
Louisiana	36	61	23	285	29	80	41	286	841	Louisiana
Maine	17	61	39	70	49	75	36	74	421	Maine
Maryland	1	3	6	19	13	14	4	102	162	Maryland
Massachusetts	41	62	20	435	342	273	109	665	1,947	Massachusetts
Michigan	10	92	103	73	51	144	141	659	1,273	Michigan
Minnesota	4	140	98	664	59	103	140	785	1,993	Minnesota
Mississippi	55	357	64	142	44	75	24	200	961	Mississippi
Missouri	9	113	88	188	6	11	12	364	791	Missouri
Montana	3	18	13	47	127	13	13	67	301	Montana
Nebraska	1	20	42	134	56	63	15	160	491	Nebraska
Nevada	-	1	-	13	1	1	1	88	105	Nevada
New Hampshire	46	182	40	280	34	30	10	117	739	New Hampshire
New Jersey	22	254	14	12	84	154	96	539	1,175	New Jersey
New Mexico	12	178	33	129	53	80	45	409	939	New Mexico
New York	87	496	560	598	552	584	379	917	4,173	New York
North Carolina	69	179	173	208	152	184	126	457	1,548	North Carolina
North Dakota	-	5	10	163	7	15	4	61	265	North Dakota
Ohio	193	337	99	425	413	482	104	1,012	3,065	Ohio
Oklahoma	36	124	157	282	46	110	43	457	1,255	Oklahoma
Oregon	4	36	33	46	12	40	34	199	404	Oregon
Pennsylvania	517	223	336	308	539	376	139	514	2,932	Pennsylvania
Rhode Island	162	109	13	63	87	158	34	138	764	Rhode Island
South Carolina	16	64	106	242	84	182	58	270	1,022	South Carolina
South Dakota	-	20	9	89	14	20	8	96	256	South Dakota
Tennessee	80	127	263	313	71	111	81	558	1,604	Tennessee
Texas	334	834	220	1,631	316	347	413	2,799	6,894	Texas
Utah	27	61	49	162	64	21	21	241	646	Utah
Vermont	31	34	35	37	30	23	8	30	228	Vermont
Virginia	66	169	70	65	125	245	121	463	1,324	Virginia
Washington	7	80	109	52	22	51	49	289	669	Washington
West Virginia	68	89	56	49	105	78	16	69	530	West Virginia
Wisconsin	39	167	357	405	209	99	89	348	1,713	Wisconsin
Wyoming	2	11	9	41	21	8	11	54	157	Wyoming
Total	3,085	6,964	4,675	10,845	4,956	6,492	3,323	20,645	60,985	Total

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM - 1971

CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Mileage as of December 31, 1971 compiled from reports of State authorities

TABLE 104-11
OCTOBER 1972

STATE	STATE PRIMARY HIGHWAY SYSTEM - RURAL					STATE FUTURE HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS																											
	2 LANES	3 LANES	ONE-WAY STRIPS $\frac{1}{2}$	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			ONE-WAY STRIPS $\frac{1}{2}$	3 LANES	2 LANES	4 LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			TOTAL SURFACED MILEAGE																			
				TOTAL	FULL	PARTIAL					TOTAL	PARTIAL	FULL																				
DEGREE OF ACCESS CONTROL $\frac{1}{2}$																																	
NONE																																	
MORE																																	
TOTAL																																	
Alabama	7,770	-	-	583	-	345	6,894	-	1,107	-	192	293	-	385																			
Alaska	2,130	-	-	22	22	1	2,150	-	169	-	4	2	6	188																			
Arizona	12,145	20	-	8,236	4,39	7	12,172	6	1,398	6	105	25	11	1,514																			
Arkansas	7,945	97	-	2,692	2,817	12,388	8,348	248	357	337	-	11	137	1,627																			
California	7,945	97	-	2,692	2,817	12,388	8,348	248	357	337	-	11	137	1,627																			
Colorado	7,945	97	-	2,692	2,817	12,388	8,348	248	357	337	-	11	137	1,627																			
Connecticut	7,945	97	-	2,692	2,817	12,388	8,348	248	357	337	-	11	137	1,627																			
Delaware	800	4	-	14	14	191	805	69	27	27	-	34	2	96																			
Florida	7,707	10	25	72	1,394	68	1,003	10,279	92	17	30	279	555	31																			
Georgia	14,378	378	3	77	1,394	68	1,003	10,279	92	17	30	279	555	31																			
Hawaii	4,197	-	-	12	12	28	4,211	-	64	-	5	21	13	44																			
Idaho	11,365	6	-	360	115	346	1,144	1,605	2,004	15	12	54	6	4,950																			
Illinois	8,577	3	3	77	330	945	1,445	10,104	827	1	36	165	115	9																			
Indiana	9,061	-	-	73	70	462	9,131	9,795	427	-	151	31	30	1,176																			
Iowa	2,968	16	-	30	148	182	333	521	273	-	68	38	17	68																			
Kentucky	3,230	23	11	4	391	157	3,621	1,470	376	1	10	47	2	421																			
Maine	3,230	23	11	4	391	157	3,621	1,470	376	1	10	47	2	421																			
Maryland	4,57	104	-	66	21	11	4,637	669	558	160	-	181	12	1,947																			
Massachusetts	9,181	-	-	3	136	213	9,317	10,111	1,504	53	11	106	91	212																			
Michigan	5,095	-	-	2	29	384	5,124	7,006	358	6	37	41	70	172																			
Minnesota	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Mississippi	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Missouri	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Montana	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Nebraska	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Nevada	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
New Hampshire	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
New Jersey	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
New Mexico	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
New York	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
North Carolina	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
North Dakota	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Ohio	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Oklahoma	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Oregon	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Rhode Island	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
South Carolina	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
South Dakota	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Tennessee	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Texas	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Vermont	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Virginia	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Washington	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
West Virginia	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Wisconsin	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Wyoming	5,841	2	-	2	154	231	6,072	6,278	270	-	4	7	9	7,071																			
Total	357,607	1,419	76	1,495	5,073	27,301	441,399	1,057,111	36,031	391	8,397	5,972	7,386	1,465,099																			

control access is exercised to give preference to through traffic by providing access connections with related public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.

The mileage of one-way streets given here is the average length of the two roadways serving a single roadway. The State has legal authority to prohibit access and maintain full authority to close access to deny crossings at grade or private driveway connections. Full control-substantially to

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1971 CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE 94-15
SHEET 1 OF 2
OCTOBER 1972

Mileage as of December 31, 1971, compiled
from reports of State authorities

STATE	STATE PRIMARY HIGHWAY SYSTEM - RURAL											TOTAL RURAL SURFACED MILEAGE	STATE	
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 100	1,000- 999	1,000- 2,499	2,500- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	40,000 AND OVER	UN- CLASSI- FIED		
Alabama	815	2,961	2,310	879	710	305	495	113	68	12	-	6	Albama	
Alaska	1,690	1,456	76	36	31	25	13	18	3	1	-	-	Alaska	
Arizona	1,265	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	-	-	Arizona	
Arkansas	4,682	2,458	2,458	1,143	553	216	448	159	12	9	-	-	Arkansas	
California	1,091	2,380	2,380	1,024	1,003	755	1,516	89	249	132	248	-	California	
Colorado	2,031	2,385	1,533	42	52	42	31	31	31	2	-	-	Colorado	
Connecticut	7	37	4	53	45	47	146	32	31	28	17	-	Connecticut	
Delaware												-	Delaware	
Florida	809	1,493	2,048	1,465	899	451	1,809	602	347	800	49	2	Florida	
Georgia	3,363	3,943	3,943	1,605	793	646	376	177	92	34	48	-	Georgia	
Hawaii	25	81	61	51	134	234	112	13	12	10	2	-	Hawaii	
Idaho	1,003	2,471	1,047	382	134	134	223	23	-	-	-	-	Idaho	
Illinois	763	1,777	3,721	2,311	1,567	911	1,397	684	141	101	25	-	Illinois	
Indiana	465	2,186	2,093	1,672	1,001	194	1,027	483	296	9	-	-	Indiana	
Iowa	1,337	3,512	2,560	1,050	548	334	354	16	2	2	-	-	Iowa	
Kansas												-	Kansas	
Kentucky	17	234	883	846	631	270	594	325	157	98	19	-	Kentucky	
Louisiana	362	886	880	827	563	254	693	244	40	29	-	-	Louisiana	
Maine	1,093	880	514	397	145	137	37	5	5	111	113	-	Maine	
Maryland	6	51	146	195	105	148	385	200	203	193	-	-	Maryland	
Massachusetts	4	125	1,568	1,324	69	66	1,027	49	26	33	-	-	Massachusetts	
Michigan	1,38	1,096	1,810	1,282	945	493	1,027	46	53	25	57	-	Michigan	
Minnesota	1,963	2,656	2,599	1,183	436	268	744	85	16	7	-	-	Minnesota	
Mississippi												-	Mississippi	
Missouri	1,097	1,749	1,111	634	742	712	580	50	37	2	-	-	Missouri	
Montana	1,539	2,097	1,523	555	384	60	92	19	9	1	-	-	Montana	
Nebraska	2,753	3,192	1,910	663	266	94	349	62	62	1	-	-	Nebraska	
Nevada	588	515	316	181	399	38	18	18	1	-	-	-	Nevada	
New Hampshire	95	261	553	176	89	12	44	21	88	102	19	-	New Hampshire	
New Jersey	5,095	2,804	2,804	1,410	101	280	162	162	162	162	22	-	New Jersey	
New Mexico												-	New Mexico	
New York	1	1	2,817	3,023	1,622	1,169	660	1,177	121	38	28	-	New York	
North Carolina	2,666	2,666	2,666	1,939	1,166	787	1,138	449	166	82	10	-	North Carolina	
North Dakota	1,974	3,662	3,751	2,464	1,203	871	1,166	586	360	118	21	-	North Dakota	
Ohio	1,550	3,305	3,178	1,178	424	379	1,086	46	15	1	-	-	Ohio	
Oklahoma												-	Oklahoma	
Oregon	666	993	686	661	481	241	472	124	65	58	8	-	Oregon	
Pennsylvania	1,675	2,515	2,923	1,919	1,004	699	1,657	619	144	82	1	-	Pennsylvania	
Rhode Island	89	1,123	1,123	1,123	793	432	787	169	82	31	9	-	Rhode Island	
South Carolina												-	South Carolina	
Texas	28,637	13,890	8,616	3,968	2,094	1,244	2,077	492	198	56	24	19	Texas	
Utah	1,839	1,031	708	337	234	169	165	34	3	-	-	-	Utah	
Vermont	159	721	694	299	234	109	196	34	-	-	-	-	Vermont	
Virginia	332	1,091	1,493	1,003	493	431	1,335	104	135	90	50	-	Virginia	
Washington	697	1,356	1,356	965	539	273	1,356	195	102	123	63	-	Washington	
West Virginia	456	1,458	1,458	619	390	242	317	50	4	-	-	-	West Virginia	
Wisconsin	1,894	2,642	2,642	1,628	774	388	536	253	117	20	18	-	Wisconsin	
Wyoming												-	Wyoming	
Total	81,484	95,330	87,899	47,589	28,302	16,616	29,778	10,535	4,094	2,990	784	133	Total	

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1971 CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE 98-15
SHEET 2 OF 2
OCTOBER 1972

Mileage as of December 31, 1971 compiled
from reports of State authorities

STATE PRIMARY HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS														
STATE	AVERAGE DAILY TRAFFIC VOLUMES										TOTAL SURFACED MILEAGE	STATE		
	LESS THAN 100	100- 999	1,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999			40,000 AND OVER	UN- CLASSI- FIED
Alabama	11	198	340	251	178	108	287	115	73	107	34	7	1,695	Alabama
Alaska	42	42	25	17	6	4	30	16	3	3	6	23	1,187	Alaska
Arizona	101	216	291	256	131	109	109	109	47	41	6	5	1,627	Arizona
California	1	8	68	37	35	66	235	253	160	403	255	160	2,271	California
Colorado	5	40	69	39	49	67	205	108	81	238	128	81	2,272	Colorado
Connecticut	2	-	-	6	6	11	34	12	9	13	3	2	56	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	96	Delaware
Florida	8	52	109	160	102	102	432	195	84	294	58	84	1,859	Florida
Georgia	109	313	493	301	223	199	435	17	46	107	12	31	2,410	Georgia
Hawaii	-	5	69	36	34	25	74	11	1	50	12	1	312	Hawaii
Idaho	-	-	-	-	-	-	-	-	-	10	12	1	-	Idaho
Illinois	23	107	257	268	283	108	642	317	132	317	60	132	3,544	Illinois
Indiana	6	97	109	167	139	108	115	195	9	102	73	9	1,809	Indiana
Iowa	7	64	100	73	64	62	159	38	8	70	12	8	1,226	Iowa
Kansas	-	-	-	-	-	-	-	-	-	58	12	7	726	Kansas
Kentucky	-	5	22	18	20	26	101	40	12	49	42	25	374	Kentucky
Louisiana	-	8	76	63	115	63	172	58	21	81	14	29	841	Louisiana
Maine	14	6	35	5	6	137	58	1	19	22	16	11	162	Maine
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	421	Maryland
Massachusetts	2	35	149	183	160	183	279	166	111	166	101	111	1,947	Massachusetts
Michigan	23	107	257	268	283	108	642	317	132	107	101	235	3,544	Michigan
Minnesota	7	64	100	73	64	62	159	38	8	125	14	7	1,226	Minnesota
Mississippi	-	-	-	-	-	-	-	-	-	21	29	2	961	Mississippi
Missouri	87	47	49	70	37	23	217	108	80	14	6	-	791	Missouri
Montana	13	1	4	4	4	4	4	4	4	28	3	9	301	Montana
Nebraska	-	-	-	-	-	-	-	-	-	26	3	1	105	Nebraska
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada
New Hampshire	81	64	200	148	96	37	32	18	3	136	198	-	739	New Hampshire
New Jersey	1	1	1	1	1	1	1	1	1	138	138	1	1,175	New Jersey
New Mexico	7	1	106	155	211	159	533	244	190	299	284	6	4,173	New Mexico
New York	1	-	-	-	-	-	-	-	-	69	24	190	-	New York
North Carolina	3	60	165	193	169	148	331	205	16	77	16	6	1,948	North Carolina
North Dakota	49	84	284	269	223	201	866	569	302	407	15	138	2,865	North Dakota
Ohio	15	119	230	264	269	223	866	569	302	442	55	3	3,065	Ohio
Oklahoma	21	83	230	179	133	84	275	188	97	27	15	3	1,255	Oklahoma
Oregon	3	13	16	20	25	29	43	70	36	39	23	23	404	Oregon
Pennsylvania	195	138	295	274	264	194	107	239	147	24	25	25	2,764	Pennsylvania
Rhode Island	15	95	121	112	112	101	231	45	3	46	19	19	764	Rhode Island
South Carolina	1	1	1	1	1	1	1	1	1	46	21	3	1,022	South Carolina
South Dakota	21	13	105	168	173	147	487	330	14	5	14	9	256	South Dakota
Texas	185	105	898	647	547	467	1,411	730	275	472	161	275	6,894	Texas
Utah	55	68	110	55	33	33	17	44	15	44	15	9	646	Utah
Vermont	1	12	40	38	24	24	62	18	-	23	-	-	228	Vermont
Virginia	-	2	82	110	122	90	345	199	120	165	29	29	1,394	Virginia
Washington	8	34	81	92	47	38	125	24	3	96	86	3	669	Washington
West Virginia	8	96	253	229	171	155	393	201	17	24	47	-	1,273	West Virginia
Wisconsin	11	27	21	22	23	23	23	23	111	65	24	47	1,137	Wisconsin
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	Wyoming
Total	1,866	3,684	6,559	5,657	4,710	4,595	12,014	8,236	4,233	1,766	2,716	84	60,995	Total

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1971

CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE SH-110
SHEET 1 OF 2
OCTOBER 1972Mileage as of December 31, 1971 compiled
from reports of State authorities

PRIMARY STATE HIGHWAY SYSTEM - RURAL														
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL RURAL SURFACED MILEAGE	
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER		UN- CLASSI- FIED
Undivided: 20 feet 20-21 22-23 24-26 27-35 36-43 44-47 48 and over	19,876	15,335	10,245	3,355	1,018	366	55	2	3	-	-	5	50,668	
	35,293	20,483	22,954	9,495	3,566	1,743	410	63	15	-	-	41	106,359	
	17,334	16,118	17,334	9,748	5,300	2,652	409	100	8	2	4	-	62,306	
	28,488	31,327	19,921	12,566	6,643	6,994	1,071	140	13	-	-	13	121,647	
	3,032	3,878	2,679	1,105	688	481	473	100	25	1	-	-	13,671	
	36-43	4,21	2,657	504	302	781	236	111	59	11	2	-	4,252	
	44-47	75	90	96	121	124	274	168	67	45	11	14	1,155	
	48 and over	37	121	139	247	251	190	439	163	166	48	15	1	2,437
	Total Undivided	81,414	95,127	85,993	44,650	24,257	12,470	3,261	726	334	73	37	60	362,755
	Divided: No access control: Less than 44 48 and over Subtotal	2	5	30	37	41	62	130	62	45	14	11	-	169
8		22	320	553	753	906	2,025	308	61	17	1	-	1,821	
10		30	411	699	977	1,190	3,554	1,095	470	144	22	1	7,745	
									576	175	62		10,035	
Partial access control: 1/														
Full access control: 1/														
Total Divided														
Total Surfaced Mileage	81,484	95,320	87,209	47,489	28,302	16,616	29,778	10,535	4,094	2,590	784	680	133	405,114

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1971

CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE SN-110
SHEET 2 OF 2
OCTOBER 1972Mileage as of December 31, 1971 compiled
from reports of State authorities

PRIDARY STATE HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL MUNICIPAL SURFACED MILEAGE
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	
Undivided:													
Under 20 feet	344	713	787	513	288	146	248	45	6	2	-	1	-
20-21	432	1,170	1,591	1,058	688	368	848	481	78	12	1	-	45
22-23	414	1,058	1,358	724	502	505	896	480	67	21	-	-	17
24-25	237	817	1,738	1,673	1,441	1,306	2,529	821	192	37	4	-	-
26-27	237	233	463	468	450	458	1,488	774	463	87	14	-	1
28-35	32	147	410	432	431	594	1,645	1,228	744	372	70	5	1
36-43	17	108	133	154	150	156	912	465	299	206	43	6	1
44-47	56	314	382	396	396	388	1,567	1,276	1,046	914	315	146	-
48 and over													-
Total Undivided	1,254	3,606	6,398	5,410	4,358	4,078	10,133	5,676	2,855	1,651	447	163	64
Divided:													
No access control:													
Less than 44	-	1	10	5	12	15	51	51	47	80	52	19	-
44-47	-	-	9	13	19	17	111	157	133	100	41	6	-
48 and over	-	2	84	121	147	184	1,031	1,095	698	458	468	361	1
Subtotal	4	6	103	149	168	215	1,193	1,213	878	1,133	521	386	1
Partial access control: 1/													
Less than 44	1	-	-	2	1	1	7	8	3	3	1	-	-
44-47	-	-	-	20	28	2	23	30	26	21	4	5	-
48 and over	-	7	10	33	61	79	403	345	200	262	29	40	1
Subtotal	1	7	10	33	61	79	433	383	229	286	64	45	1
Full access control: 1/													
Less than 44	-	-	-	-	-	2	-	1	2	2	4	1	-
44-47	-	-	-	-	-	1	14	3	14	10	6	5	-
48 and over	-	5	48	65	123	149	1,041	960	817	724	2,116	2,116	18
Subtotal	7	5	118	135	123	152	1,705	964	833	1,453	734	2,122	18
Total Divided	12	18	161	247	352	447	2,681	2,560	1,940	2,382	1,319	2,553	20
Total Surfacd Mileage	1,266	3,624	6,559	5,657	4,710	4,525	12,814	8,236	4,795	4,233	1,766	2,716	84

1/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only by prohibiting crossings at grade or direct private driveway connections.

TOWNSHIP ROADS, AND ROADS UNDER FEDERAL JURISDICTION-1971
CLASSIFIED BY TYPE OF SURFACE

CLASSIFIED BY TYPE OF SURFACE

Mileage as of December 31, 1971 compiled from reports of State authorities

STATE	NEW UNPAVED MILEAGE	UNDER LOCAL CONTROL $\frac{1}{2}$										UNDER FEDERAL CONTROL $\frac{1}{2}$										TOTAL FEDERAL MILEAGE	TOTAL STATE MILEAGE	STATE
		D	F	SHARED MILEAGE $\frac{1}{2}$			TOTAL LOCAL MILEAGE $\frac{1}{2}$	NON- LOCAL MILEAGE $\frac{1}{2}$	SHARED MILEAGE $\frac{1}{2}$					TOTAL FEDERAL MILEAGE										
				G-2 H-1	J	K			D	F	G-2 H-1	J	K											
Alabama	5,015	19,139	22,615	16,610	27	42,396	47,351	185		185	63	27	4		90		275		17,616	Alabama				
Alaska	1,072	19,585	1,072	32	28	681	681	1		1	270	89	1		2,144		531		2,144	Alaska				
Arizona	10,660	3,863	2,868	1,019	35	393	34,519	617		617	1,119	89	5		2,882		1,382		1,382	Arizona				
Arkansas	19,252	11,662	11,662	15,018		61,613	61,613	31,595		31,595	1,166	133	969	6	3,045		39,582		39,582	Arkansas				
California	89,667	20,687	31,412	5,917	41	3,794	77,480	2		2					49		51		49	California				
Connecticut	62	437					3,846												3,846	Connecticut				
Delaware	23,966	13,308	15,968	5,926	14	26,966	65,912	770		770	396	33			31		1,655		2,425	Delaware				
Florida	19,198	18,280	18,280	2,000	22	3,459	1,678	20,700		20,700	1,972	351	27		2,150		211,550		1,769	Florida				
Georgia	5,868	11,180	16,861	7,66		65,790	65,790													5,868	Georgia			
Hawaii																				Hawaii				
Illinois	6,340	63,111	19,831	174	84	84	84	90,101		90,101										69,110	Illinois			
Indiana	3,218	71,513	1,810	7,611	4,71	225	79,711	11,118		11,118										99,102	Indiana			
Iowa	33,957	10,495	10,495																		131,148	Iowa		
Kentucky	1,497	22,157	8,632	6,66	46	31,021	38,968	13		13	188	7	284	4	136		136			39,134	Kentucky			
Louisiana	1,474	3,678	2,645	7,11	13	6,177	7,821	22		22	69	6	65		140		156			3,013	Louisiana			
Maine	1,474	3,678	2,645	7,11	13	6,177	7,821	22		22	69	6	65		140		156			3,013	Maine			
Maryland	3,662	5,083	8,292	8,292	208	17,195	17,195				19	23	7		19		145			17,388	Maryland			
Massachusetts	186	1,478	3,886	1,845	11	6,020	6,020	6,020		6,020	6,04	15			699		659			70,108	Massachusetts			
Michigan	12,617	12,617	12,617	12,617	12,617	12,617	12,617	12,617		12,617	6,958	53	13		10,143		10,143			23,760	Michigan			
Minnesota	1,474	3,678	2,645	7,11	13	6,177	7,821	22		22	69	6	65		140		156			3,013	Minnesota			
Mississippi	2,227	33,318	14,008	209	141	47,697	47,697	708		708	1,076	78	26		1,102		1,818			96,158	Mississippi			
Missouri	6,729	27,348	4,495	9,773	791	65,997	65,919	35		35	6,04	15			699		659			70,108	Missouri			
Montana	27,357	24,969	1,991	6,66	166	6,855	6													27,357	Montana			
Nebraska	15,791	17,574	2,564	286	1	6,855	41,616				78	26			1,102		1,818			96,158	Nebraska			
Nevada	3,662	2,022	2,768	33	7	4,340	6,049	3		3	104	33			137		120			4,566	Nevada			
New Hampshire	2,319	2,022	2,768	33	7	4,340	6,049	3		3	104	33			137		120			4,566	New Hampshire			
New Jersey	1,414	663	9,015	1,021	663	11,414	12,968	1,417		1,417	47	38	3		1,417		6,045			13,003	New Jersey			
New Mexico	15,840	25,795	4,463	269	2	4,463	53,007					35	10		1,35		1,35			13,003	New Mexico			
New York																					New York			
North Carolina	36,213	56,596	1,346	764	49	59,317	93,490	340		340	2,223	57	395		2,627		1,817			96,781	North Carolina			
Ohio	2,899	2,899	15,144	3,617	375	9,616	6,115	700		700	4,956	78	17		4,971		1,983			96,781	Ohio			
Oklahoma	9,793	12,418	15,144	3,617	375	9,616	6,115	700		700	4,956	78	17		4,971		1,983			96,781	Oklahoma			
Oregon																					Oregon			
Pennsylvania	12,125	15,858	15,144	3,617	439	3,460	25,671	317		317	39,893	461	1,343	4	21,132		46,786			80,453	Pennsylvania			
Rhode Island	66	158	274	36		34,474	26,971	660		660		32					453			47,324	Rhode Island			
South Carolina	12,673	337	4,644	43		3,460	25,671	317		317	78	3			61		453			21,485	South Carolina			
South Dakota	22,382	22,382	22,382	993	90	27,385	27,385	845		845	647	174	129		1,965		1,965			75,750	South Dakota			
Texas	61,340	16,150	3,86	386	34	75,021	75,021	463		463	235	282	1,58		5,415		9,968			337,438	Texas			
Tennessee	9,953	5,715	2,680	704	10	22,337	22,400	7,467		7,467	4,462	129	16		5,415		9,968			31,490	Tennessee			
Vermont	1,875	6,706	2,101	110	3	6,820	10,795	17		17	108	2	615		3		372			46,731	Vermont			
Washington	3,779	15,375	16,421	3,779	360	35,367	35,367	336		336	1,318	1,277	183		4,778		16,656			96,731	Washington			
West Virginia																					West Virginia			
Wisconsin	5,298	28,777	34,402	39,999	217	13,001	70,759	20,675		20,675	606	282	1		1,425		68			78,327	Wisconsin			
Wyoming	11,577	7,105	842	753		9,595	2,675	11,577		11,577	45,836	7,418	5,281	373		1,425	136,592			153,169	Wyoming			
Total	576,698	1,100,704	417,867	1,504,312	114,337	1,679,259	2,756,271	137,879		137,879	45,836	7,418	5,281	65	9,450		196,539			2,543,107	Total			

$\frac{1}{2}$ Does not include county roads under State control. Includes: All counties in Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but 4 counties in Virginia; some county village roads in Maryland; 10 counties in New Jersey; 10 counties in New York; 10 counties in Ohio; 10 counties in Pennsylvania; 10 counties in South Carolina; 10 counties in South Dakota; 10 counties in Tennessee; 10 counties in Texas; 10 counties in Vermont; 10 counties in Washington; 10 counties in West Virginia; 10 counties in Wisconsin; 10 counties in Wyoming.

$\frac{2}{2}$ Includes only mileage of Federal domain roads that are not integral parts of State or local roads.

$\frac{3}{2}$ Includes primitive, unpaved, and graded and drained roads.

$\frac{4}{2}$ Three types indicated by symbols in these columns are as follows: D, multi-lane road; E, single-lane road; F, two-lane road. These symbols are used to indicate the type of road used in the survey. The symbols are used to indicate the type of road used in the survey. The symbols are used to indicate the type of road used in the survey.

$\frac{5}{2}$ The mileage for some States may differ substantially from that reported in former years, because of alterations, transfer between agencies, or reclassification from rural to municipal.

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1971

MILEAGE CLASSIFIED BY SYSTEM

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE FM-1
OCTOBER 1972

STATE	INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS								FEDERAL-AID PRIMARY URBAN TYPE II
				FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/			FEDERAL-AID URBAN HIGHWAY SYSTEM	FEDERAL-AID SECONDARY HIGHWAY SYSTEM			TOTAL FEDERAL-AID SYSTEMS	
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		RURAL	URBAN	TOTAL		
Alabama	774	203	977	5,440	840	6,280	51	14,945	443	15,388	21,719	563
Alaska	-	-	-	2/ 1,690	26	2/ 1,716	(4/)	1,935	21	2/ 1,956	3,672	67
Arizona	1,177	76	1,253	3,097	168	3,265	185	3,437	460	3,897	7,347	178
Arkansas	441	61	502	3,533	408	3,941	64	14,048	381	14,429	18,434	26
California	1,716	716	2,432	7,668	1,863	9,531	352	13,527	1,808	15,335	25,282	6,272
Colorado	855	98	953	4,012	484	4,496	230	4,268	99	4,367	9,093	939
Connecticut	145	178	323	3,274	539	3,813	340	3,840	141	3,981	2,937	96
Delaware	-	30	30	414	156	570	95	1,211	236	1,447	2,112	96
Florida	1,185	266	1,451	4,343	914	5,257	(5/)	13,369	1,034	14,403	19,660	(5/)
Georgia	955	198	1,153	7,571	835	8,406	82	19,596	571	20,169	28,657	93
Hawaii	20	29	49	464	77	541	27	424	21	445	1,013	92
Idaho	592	29	621	3,156	109	3,265	8	5,440	88	5,528	6,801	83
Illinois	1,330	426	1,756	9,935	2,329	12,264	200	14,039	909	14,948	27,412	96
Indiana	960	183	1,143	4,769	751	5,520	106	17,441	613	18,054	23,680	544
Iowa	710	109	819	9,155	672	9,827	173	32,957	301	33,258	43,257	495
Kansas	688	111	799	7,272	479	7,751	77	24,216	252	24,468	32,956	506
Kentucky	618	103	721	3,985	473	4,458	78	14,588	327	14,915	19,451	290
Louisiana	271	119	390	2,650	479	3,129	92	8,384	281	8,665	11,866	668
Maine	288	34	322	1,780	164	1,944	57	2,440	96	2,536	4,572	16
Maryland	178	180	358	1,544	602	2,146	28	6,671	966	7,637	9,811	523
Massachusetts	237	217	454	1,383	1,091	2,474	290	1,583	797	2,380	5,144	256
Michigan	768	375	1,143	5,490	1,283	6,773	681	26,104	820	26,924	34,348	345
Minnesota	675	260	935	6,808	1,033	7,841	154	30,333	542	30,875	38,930	1,025
Mississippi	549	125	674	5,840	468	6,308	40	16,000	321	16,321	22,669	217
Missouri	922	209	1,131	7,678	717	8,395	(4/)	23,346	336	23,682	32,077	1,074
Montana	1,177	30	1,207	6,202	165	6,367	(4/)	5,879	93	5,972	12,339	159
Nebraska	449	35	484	5,802	235	6,037	88	17,413	93	17,506	23,631	169
Nevada	516	20	536	2,224	78	2,302	19	3,711	98	3,809	6,130	95
New Hampshire	182	34	216	1,088	149	1,237	18	1,635	109	1,744	2,999	164
New Jersey	126	232	358	1,015	679	1,694	1,416	1,351	475	1,826	4,936	31
New Mexico	925	81	1,006	3,673	252	3,925	48	5,891	113	6,004	9,977	265
New York	798	577	1,375	6,489	3,032	9,521	(4/)	13,880	1,735	15,615	27,136	191
North Carolina	736	148	884	3,691	639	4,330	218	27,884	1,192	29,076	33,624	468
North Dakota	567	12	579	4,637	88	4,725	4	13,748	30	13,778	18,507	155
Ohio	960	570	1,530	6,353	2,070	8,423	127	18,234	2,780	21,014	29,564	182
Oklahoma	621	163	784	6,898	647	7,545	46	13,659	925	14,584	22,175	104
Oregon	586	112	698	3,562	413	3,975	122	7,922	457	8,379	12,476	1,228
Pennsylvania	1,277	335	1,612	6,751	1,539	8,290	129	12,017	1,718	13,735	22,154	123
Rhode Island	32	68	100	138	289	427	129	299	261	560	1,116	117
South Carolina	681	96	777	4,393	670	5,063	11	20,558	723	21,281	26,355	5
South Dakota	666	19	685	5,602	114	5,716	5	13,553	51	13,604	19,325	168
Tennessee	836	199	1,035	5,701	871	6,572	112	11,499	364	11,863	18,547	861
Texas	2,386	820	3,206	14,561	2,560	17,121	1,417	39,053	1,488	40,541	59,079	857
Utah	874	86	960	2,257	236	2,493	34	3,928	263	4,191	6,738	170
Vermont	317	14	331	1,342	75	1,417	(4/)	1,983	29	2,012	3,429	17
Virginia	859	197	1,056	3,794	742	4,536	(5/)	18,887	882	19,769	24,305	(5/)
Washington	484	216	700	3,209	634	3,843	587	10,744	1,007	11,751	16,181	598
West Virginia	587	62	649	2,376	243	2,619	10	10,667	144	10,811	13,440	76
Wisconsin	493	73	566	5,562	811	6,373	197	18,171	1,050	19,221	25,791	347
Wyoming	901	21	922	3,747	85	3,832	(4/)	2,664	27	2,691	6,523	103
Dist. of Col.	-	28	28	-	138	138	(4/)	-	121	121	259	122
Puerto Rico	-	-	-	373	104	477	55	1,006	76	1,082	1,614	(4/)
Total	34,420	8,583	43,003	223,901	34,537	258,438	8,305	607,501	28,387	635,888	902,631	21,663

1/ Mileage of Interstate System included.

2/ Excludes 671 miles of ferry routes.

3/ Excludes 159 miles of ferry routes.

4/ No mileage approved as of December 31, 1971.

5/ No data available. According to Program

Management Division, 686 miles in Florida and 1 mile in Virginia have been designated as the Federal-Aid Urban system. Some of these miles will be transferred from existing systems. Likewise 71 miles in Virginia (none in Florida) have been designated as the FAP-Urban Type II system.

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1971 MILEAGE CLASSIFIED BY TYPE OF SURFACE

Mileage as of December 31, 1971 compiled
in cooperation with State Administrators

TABLE PM-2
OCTOBER 1972
OCTOBER 1972

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL										FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN										TOTAL SURFACED MILEAGE	TOTAL SURFACED MILEAGE NOT REPORTED	TOTAL SURFACED MILEAGE NOT REPORTED	TOTAL SURFACED MILEAGE NOT REPORTED			
	SURFACED MILEAGE $\frac{1}{2}$										SURFACED MILEAGE $\frac{1}{2}$																
	NON-SURFACED MILEAGE $\frac{1}{2}$	D	F	C-1	C-2	J	TOTAL SURFACED MILEAGE	TYPE NOT REPORTED	SURFACE TYPE NOT REPORTED	NON-SURFACED MILEAGE $\frac{1}{2}$	D	F	C-1	C-2	J	TOTAL SURFACED MILEAGE	TYPE NOT REPORTED	SURFACE TYPE NOT REPORTED	NON-SURFACED MILEAGE	D	F	C-1	C-2	J	TOTAL SURFACED MILEAGE	TYPE NOT REPORTED	
Alabama	87	1,406	11,910	1,474	68	14,658	-	-	14,658	1	-	224	186	13	33	443	87	15,101	-	15,188	-	923	963	-	1,886	-	
Alaska	929	580	266	1,177	943	5	3,135	-	3,135	1	-	6	3	1	10	20	929	3,135	-	1,066	-	1,066	-	-	-	-	
Arizona	164	4,170	6,749	3,405	60	13,494	-	-	13,494	3	34	103	25	15	174	319	167	13,175	-	13,459	-	321	862	-	1,183	-	
Arkansas	412	1,465	4,669	6,135	146	13,115	-	-	13,115	1	24	174	1,444	75	1,897	2	1,898	413	14,075	-	15,135	-	1,487	-	-	-	
California	1	210	31	4,018	55	4,304	-	-	4,304	-	-	-	-	-	90	340	1	1,841	-	1,847	-	1,841	-	-	-	-	
Colorado	-	-	5	927	344	5	1,211	-	1,211	-	2	123	61	30	236	-	536	-	1,447	-	1,447	-	-	-	-	-	
Connecticut	59	21	5,028	5,075	14	10,488	2,482	-	13,969	7	5	84	886	13	993	41	1,034	59	11,822	2,523	14,343	-	971	19,003	-	20,169	-
Florida	1,179	1,075	9,760	6,048	97	17,179	-	-	19,256	-	-	-	-	-	21	13,019	1,179	1,075	19,003	-	20,169	-	1,075	-	-	-	
Georgia	119	1,198	2,866	1,856	1	5,123	-	-	5,123	-	-	59	29	-	-	88	119	5,409	-	5,528	-	-	-	-	-	-	
Idaho	26	3,722	8,152	849	1,000	14,013	-	-	14,029	1	27	423	303	156	909	26	14,048	26	14,029	-	15,048	-	909	18,003	-	19,614	-
Illinois	50	2,609	6,861	5,212	590	17,181	-	-	17,144	-	79	64	79	79	301	301	118	18,003	-	19,614	-	301	32,140	-	33,458	-	
Iowa	138	21,154	1,741	7,116	2,558	32,899	-	-	32,977	-	4	113	61	67	316	292	136	33,140	-	33,458	-	-	-	-	-	-	
Kansas	186	21,294	10,074	628	24	32,620	-	-	32,597	-	-	-	-	-	-	-	-	292	32,597	-	32,597	-	-	-	-	-	
Kentucky	71	945	3,993	9,692	64	14,527	-	-	14,588	-	2	3	848	24	327	327	71	14,844	-	14,915	-	-	-	-	-	-	
Louisiana	-	5	1,473	1,490	9	2,967	-	-	2,946	-	-	25	70	1	96	122	96	-	2,946	-	2,946	-	-	-	-	-	
Maryland	-	494	6,671	3,711	352	6,671	-	-	6,671	-	11	46	87	42	966	-	966	-	7,637	-	7,637	-	-	-	-	-	
Massachusetts	-	-	740	840	3	1,583	-	-	1,583	-	-	186	590	21	797	21	797	-	2,180	-	2,180	-	-	-	-	-	
Michigan	398	6,507	1,000	1,000	911	29,776	-	-	29,776	15	13	143	463	109	830	388	26,296	-	26,384	-	388	26,996	-	36,475	-		
Minnesota	66	4,858	10,266	1,481	184	26,795	-	-	26,733	-	6	316	163	109	542	324	66	27,023	-	27,023	-	324	30,100	-	30,424	-	
Mississippi	32	714	24,033	440	199	25,116	-	-	25,136	-	2	40	148	145	145	325	32	25,136	-	25,136	-	-	-	-	-	-	
Missouri	633	2,484	776	2,284	184	5,923	-	-	5,946	-	3	44	44	1	94	94	633	5,946	-	6,571	-	-	-	-	-	-	
Montana	1,094	11,406	4,400	773	740	16,119	-	-	17,113	15	-	35	56	41	91	31	1,096	16,420	-	17,516	-	31	1,096	-	12,602	-	
Nebraska	416	663	765	1,877	536	3,345	-	-	3,345	-	-	80	615	95	174	1,735	315	3,345	-	3,345	-	-	-	-	-	-	
Nevada	-	5	1,406	1,396	28	1,635	-	-	1,635	-	-	60	45	7	109	-	109	-	1,744	-	1,744	-	-	-	-	-	
New Hampshire	-	-	1,206	1,206	1	2,412	-	-	2,412	-	-	-	-	-	-	-	-	-	1,856	-	1,856	-	-	-	-	-	
New Jersey	908	400	2,401	2,401	1	5,101	-	-	5,133	-	-	3	15	76	41	95	908	5,133	-	5,603	-	-	-	-	-	-	
New Mexico	15	145	1,651	5,293	536	8,121	-	-	8,183	-	-	615	95	174	1,735	-	1,735	-	15,460	-	15,460	-	-	-	-	-	
New York	341	1,292	12,300	13,650	81	27,583	-	-	27,583	1	2	127	117	52	1,101	-	1,101	-	28,684	-	29,078	-	-	-	-	-	
North Carolina	90	9,486	2,299	14,145	381	23,655	-	-	23,748	1	19	100	269	201	2,779	-	2,779	-	23,008	-	23,914	-	-	-	-	-	
North Dakota	5	655	1,658	1,658	144	3,915	-	-	3,934	14	39	359	416	27	911	6	3,934	-	4,304	-	4,304	-	-	-	-	-	
Ohio	475	4,294	1,680	1,680	131	7,685	-	-	7,659	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Oklahoma	49	1,014	1,732	5,075	52	7,873	-	-	7,922	-	2	38	464	13	457	-	457	-	8,330	-	8,330	-	-	-	-	-	
Oregon	-	-	1,417	9,117	20	9,534	-	-	10,017	-	-	-	-	-	-	-	-	-	13,733	-	13,733	-	-	-	-	-	
Pennsylvania	-	-	106	106	299	411	-	-	413	-	-	-	-	-	-	-	-	-	1,418	-	1,418	-	-	-	-	-	
Rhode Island	-	-	136	136	105	271	-	-	280	7	-	479	210	27	716	-	716	-	1,519	-	1,519	-	-	-	-	-	
South Carolina	1,212	7,039	4,900	1,419	9	13,017	-	-	13,569	-	-	-	-	-	-	-	-	-	13,668	-	13,668	-	-	-	-	-	
South Dakota	536	1,419	4,900	1,419	9	13,017	-	-	13,569	-	1	56	297	10	364	-	364	-	14,938	-	14,938	-	-	-	-	-	
Tennessee	10	10	1,409	1,409	1	2,819	-	-	2,903	-	-	542	153	123	1,088	-	1,088	-	40,541	-	40,541	-	-	-	-	-	
Texas	164	975	3,746	2,417	27	8,905	-	-	9,598	-	27	104	143	2	283	-	283	-	4,041	-	4,041	-	-	-	-	-	
Utah	164	975	3,746	2,417	27	8,905	-	-	9,598	-	-	-	-	-	-	-	-	-	13,668	-	13,668	-	-	-	-	-	
Vermont	12	131	1,000	1,000	3	2,134	-	-	2,183	-	-	4	66	66	1	137	-	137	-	2,012	-	2,012	-	-	-	-	
Virginia	17	1,353	7,701	7,701	3	16,757	-	-	16,767	-	-	1	4	568	934	114	1,007	-	19,769	-	19,769	-	-	-	-	-	
Washington	407	1,403	7,701	7,701	3	16,757	-	-	16,667	-	1	3	139	11	144	-	144	-	18,158	-	18,158	-	-	-	-	-	
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wisconsin	9	494	5,135	17,083	353	23,069	-	-	23,171	-	5	145	650	283	1,040	-	1,040	-	24,212	-	24,212	-	-	-	-	-	
Wyoming	100	901	418	1,319	2	2,520	-	-	2,664	-	3	73	1	27	101	-	101	-	2,691	-	2,691	-	-	-	-	-	
Zoning	3	4	450	276	3	1,003	-	-	1,006	-	-	5	6	99	16	71	-	71	-	1,074	-	1,074	-	-	-	-	-
Total	10,835	123,690	270,101	187,651	10,822	599,114	2,482	-	601,596	63	387	6,439	18,083	2,944	28,483	31	28,387	10,968	622,467	2,523	625,000	-	-	-	-	-	

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1971

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Mileage as of December 31, 1971 compiled in cooperation with State authorities

TABLE FM-2
SHEET 3 OF 3
OCTOBER 1972

STATE	FEDERAL-AID URBAN							FEDERAL-AID PRIMARY URBAN TYPE II						
	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/					SURFACE TYPE NOT REPORTED	TOTAL	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/				
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE				D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE
Alabama	-	-	51	-	-	51	-	51	-	-	56	-	7	63
Alaska	-	-	-	-	-	-	-	(6/)	1	3	63	-	-	66
Arizona	-	3	39	141	2	185	-	185	27	-	64	86	1	151
Arkansas	-	-	13	45	2	64	-	64	-	-	24	86	2	112
California	-	3	46	308	5	360	-	360	36	4	2,358	3,336	260	6,235
Colorado	-	7	-	221	2	230	-	230	72	1	82	1,121	935	2,028
Connecticut	-	-	164	238	1	433	-	433	-	1	21	68	7	96
Delaware	-	-	7	52	36	95	-	95	-	-	3	-	-	3
Florida 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	-	-	80	2	82	-	82	-	-	65	184	12	261
Hawaii	-	-	-	27	-	27	-	27	-	-	-	92	-	92
Idaho	-	-	8	-	-	8	-	8	-	-	83	-	-	83
Illinois	4	39	75	54	28	196	-	200	7	38	40	2	96	96
Indiana	-	1	21	73	11	106	-	106	1	16	191	121	543	841
Iowa	30	13	8	74	48	143	-	173	-	7	13	201	104	495
Kansas	-	2	4	35	36	77	-	77	-	52	53	301	100	506
Kentucky	-	-	1	76	1	78	-	78	-	20	253	17	290	290
Louisiana	-	7	-	54	31	92	-	92	-	15	-	463	190	668
Maine	-	1	26	29	1	57	-	57	-	10	6	-	16	36
Maryland	-	1	1	26	-	28	-	28	-	29	47	443	8	523
Massachusetts	-	-	28	262	-	290	-	290	-	2	41	211	-	256
Michigan	-	-	43	560	78	681	-	681	-	-	34	236	75	345
Minnesota	-	-	6	108	40	154	-	154	-	94	90	663	178	1,025
Mississippi	-	1	34	-	5	40	-	40	-	3	200	-	14	217
Missouri	-	-	-	-	-	-	-	(6/)	-	28	260	185	701	1,074
Montana	-	-	-	-	-	-	-	(6/)	-	-	-	159	-	159
Nebraska	-	2	1	55	30	88	-	88	-	3	2	113	31	169
Nevada	-	-	9	10	-	19	-	19	-	-	19	76	-	95
New Hampshire	-	-	9	8	1	18	-	18	-	-	118	43	3	164
New Jersey	-	-	311	970	135	1,416	-	1,416	-	-	16	13	2	31
New Mexico	-	-	-	46	2	48	-	48	-	12	11	227	9	259
New York	-	-	-	-	-	-	-	(6/)	6	-	12	168	11	191
North Carolina	-	-	24	194	-	218	-	218	-	-	178	200	-	468
North Dakota	-	1	-	2	1	4	-	4	-	10	37	79	29	155
Ohio	-	1	2	100	24	127	-	127	-	1	15	134	32	182
Oklahoma	-	-	17	16	13	46	-	46	-	6	26	27	104	144
Oregon	-	1	-	113	8	122	-	122	-	33	140	1,010	14	1,288
Pennsylvania	-	-	-	62	69	139	-	139	-	-	78	49	123	163
Rhode Island	-	-	14	109	6	129	-	129	-	-	67	50	-	117
South Carolina	-	-	4	7	-	11	-	11	-	-	4	-	5	5
South Dakota	-	-	4	1	5	10	-	10	-	16	-	132	20	168
Tennessee	-	-	7	98	7	112	-	112	2	-	274	697	24	858
Texas	-	-	15	227	35	277	1,140	1,417	-	3	47	140	53	243
Utah	-	-	16	18	-	34	-	34	-	-	40	20	-	60
Vermont	-	-	-	-	-	-	-	(6/)	-	-	7	10	-	17
Virginia 5/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	-	-	51	504	30	587	-	587	-	-	-	562	36	598
West Virginia	-	-	-	10	-	10	-	10	-	-	-	27	10	37
Wisconsin	-	-	-	114	83	197	-	197	-	-	-	497	249	746
Wyoming	-	-	-	-	-	-	-	(6/)	-	6	92	5	-	103
Dist. of Col.	-	-	-	-	-	-	-	(6/)	-	-	23	99	-	122
Puerto Rico	-	-	6	27	22	55	-	55	-	-	-	-	-	(5/)
Total	34	83	1,061	5,155	832	7,131	1,140	8,305	77	709	5,199	12,565	2,539	20,972

1/ Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

2/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness of load-bearing capacity is not uniform for all States. Where no segregation was reported, the mileage was classified as G-1 and H-1.

3/ Excludes 671 miles of ferry routes.

4/ Excludes 159 miles of ferry routes.

5/ No data available.

6/ No mileage approved as of December 31, 1971.

0-14 77001
0-14 77001

1

TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—RURAL—1971

STATE	LOW-TEMPERATURE SURFACE 1/										INTERMEDIATE-TEMPERATURE SURFACE 2/										WIDEN IN PAVES AND TYPE OF SURFACE										HIGH-TEMPERATURE SURFACE 3/										TOTAL SURFACED AVERAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	LESS THAN 20					TOTAL					44 AND OVER					TOTAL					LESS THAN 20					TOTAL					44 AND OVER					TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	20-21	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149		150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189	190-199	200-209	210-219	22-23	24-26	27-35	36-43	44-47	48-49	50-59	60-69	70-79	80-89	90-99	100-109	110-119	120-129	130-139	140-149	150-159	160-169	170-179	180-189

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS IN URBAN AREAS—1971
SURFACED MILEAGE CLASSIFIED BY WIDTH

Misses as of December 31, 1971 completed
Data reported as of December 31, 1971

TABLE 10-2
OCTOBER 1972

STATE	FEDERAL-AID SYSTEMS—URBAN										FEDERAL-AID SYSTEMS—URBAN TYPE II									
	TOTAL MILEAGE										TOTAL MILEAGE									
	4-LANE OR MORE	3-LANE OR MORE	2-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	4-LANE OR MORE	3-LANE OR MORE	2-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE	1-LANE OR MORE
Alabama	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Alaska	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Arizona	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Arkansas	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
California	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Colorado	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Connecticut	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Delaware	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
District of Columbia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Florida	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Georgia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hawaii	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Idaho	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Illinois	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Indiana	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Iowa	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Kansas	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Kentucky	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Louisiana	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Maine	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Maryland	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Massachusetts	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Michigan	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Minnesota	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mississippi	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Missouri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Montana	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nebraska	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nevada	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New Hampshire	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New Jersey	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New Mexico	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New York	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
North Carolina	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
North Dakota	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ohio	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oklahoma	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oregon	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pennsylvania	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rhode Island	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
South Carolina	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
South Dakota	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tennessee	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Texas	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Utah	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vermont	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Virginia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Washington	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
West Virginia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wisconsin	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wyoming	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

1/ No mileage approved as of December 31, 1971.

2/ No data available.

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS—1971

SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

STATE 1971
1970
1969
OCTOBER 1972

Mileage as of December 31, 1971, compiled
in cooperation with State authorities

FEDERAL-AID URBAN SYSTEM											FEDERAL-AID PRIMARY URBAN SYSTEM										
STATE	2 LANES	3 LANES	ONE-WAY STREETS 2/	4 LANES OR MORE UNCONTROLLED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			TOTAL UNDEVELOPED	TOTAL UNDEVELOPED	3 LANES	ONE-WAY STREETS 2/	4 LANES OR MORE UNCONTROLLED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			TOTAL UNDEVELOPED	TOTAL UNDEVELOPED				
					DEGREE OF ACCESS CONTROL 2/								DEGREE OF ACCESS CONTROL 2/								
					NONE	PARTIAL	FULL						NONE	PARTIAL	FULL						
Alabama	51	-	-	-	-	-	-	-	31	96	-	6	3	-	-	-	963				
Alaska	80	-	8	70	-	-	-	-	2/	185	106	-	3	10	2	-	151				
Arizona	90	-	-	-	-	-	-	-	64	28	-	-	-	-	-	-	151				
California	61	6	121	163	-	5	168	362	4319	45	79	1,086	389	18	-	407	6,136				
Colorado	138	2	16	96	6	1	9	433	52	-	1	43	27	-	-	27	6,136				
Connecticut	47	1	-	19	-	-	28	95	95	6	-	-	-	-	-	3	96				
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Florida 2/	64	-	-	-	-	18	-	18	82	60	33	144	24	-	24	-	361				
Georgia	1	-	-	-	-	-	-	-	-	5	5	2	-	-	-	-	81				
Hawaii	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Idaho	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Illinois	179	-	-	12	4	1	-	166	96	76	-	-	-	-	-	-	96				
Indiana	126	-	10	112	5	2	7	131	377	3	40	82	4	2	-	543	96				
Iowa	23	1	4	42	5	-	-	77	281	-	140	2	-	-	6	-	966				
Kentucky	62	-	-	19	1	-	-	93	261	-	23	17	-	-	-	-	262				
Louisiana	35	-	5	21	31	-	-	92	362	-	36	127	186	-	-	136	668				
Maine	20	-	-	-	-	1	-	28	466	-	53	-	22	-	-	22	96				
Massachusetts	59	-	-	-	-	-	-	290	390	-	-	-	-	-	-	-	296				
Michigan	28	81	10	315	156	-	-	196	45	8	50	254	18	-	-	18	96				
Minnesota	28	1	10	50	14	1	1	154	684	-	50	63	38	-	-	38	1,074				
Mississippi	-	-	-	-	-	-	-	40	202	-	14	-	-	1	-	-	217				
Missouri	10	-	-	-	-	-	-	2/	-	-	52	195	33	-	-	33	96				
Montana	10	-	-	-	-	-	-	10	123	6	22	15	3	-	-	3	1,074				
Nebraska	10	-	-	-	-	-	-	19	38	-	22	57	-	-	-	-	96				
Nevada	10	-	-	-	-	-	-	16	15	-	-	-	-	-	-	-	96				
New Hampshire	18	-	-	-	-	-	-	18	16	-	-	-	-	-	-	-	164				
New Jersey	17	-	-	191	96	-	-	1,426	154	-	2	97	40	-	-	3	31				
New Mexico	3	-	-	-	-	-	-	26	-	-	-	-	-	-	-	-	104				
New York	10	-	-	-	-	-	-	148	154	-	-	-	-	-	-	-	191				
North Carolina	112	10	-	81	15	-	-	215	258	190	-	-	-	-	-	-	468				
North Dakota	14	-	-	23	16	6	-	127	97	-	2	1	-	-	-	1	155				
Ohio	37	-	-	6	3	-	-	146	97	-	-	-	-	-	-	-	182				
Oklahoma	37	-	-	-	-	-	-	10	123	-	-	-	-	-	-	-	104				
Oregon	78	-	-	7	37	-	-	136	136	-	15	77	-	-	-	-	1,023				
Pennsylvania	69	36	-	11	13	-	-	119	123	-	-	-	-	-	-	-	117				
Rhode Island	10	-	-	-	-	-	-	11	9	-	-	-	-	-	-	-	137				
South Carolina	10	-	-	-	-	-	-	11	9	-	-	-	-	-	-	-	137				
South Dakota	2	-	-	-	-	-	-	160	147	-	-	-	-	-	-	-	160				
Tennessee	24	9	-	76	3	-	-	112	46	-	4	211	85	-	-	45	243				
Texas	105	13	9	68	67	11	4	34	43	2	2	15	2	-	-	2	60				
Utah	25	-	-	-	-	-	-	2/	15	-	-	-	-	-	-	-	-				
Vermont	-	-	-	-	-	-	-	2/	15	-	2	-	-	-	-	-	17				
Virginia 2/	-	-	-	-	-	-	-	597	599	-	-	-	-	-	-	-	17				
Washington	279	-	-	240	27	24	17	10	23	-	8	3	3	-	-	-	37				
West Virginia	-	-	-	-	-	-	-	10	23	-	-	-	-	-	-	-	37				
Wisconsin	168	2	-	10	9	5	3	197	982	10	-	-	-	-	-	-	746				
Wyoming	-	-	-	-	-	-	-	3/	12	-	5	7	-	-	-	-	103				
Dist. of Col.	-	-	-	-	-	-	-	2/	15	-	-	-	-	-	-	-	103				
Puerto Rico	23	-	-	2	18	6	4	55	-	-	-	-	-	-	-	-	3				
Total	3,785	97	162	1,678	876	60	41	977	432	7,131	34,763	374	443	3,112	910	48	1,283	20,772			

1/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.

2/ Partial control-The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the highway. The State has legal authority to prohibit access and exercises this authority to control access to the

2/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.
3/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.
4/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.
5/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.

with selected public roads and streets only and by publishing crossings at grade or direct private driveway connections.
6/ The mileage approved as of December 31, 1971.
7/ No data available.

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS—1971

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE PH-15
SHEET 1 OF 4
OCTOBER 1972

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL												TOTAL SURFACED MILEAGE	STATE
	INRS THAT DO	1,000- 999	1,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED		
Alabama	80	1,050	792	617	395	517	130	71	15	-	-	6	5,140	Alabama
Alaska	99	1,407	677	431	265	184	901	13	19	-	-	-	1,491	Alaska
Arizona	19	217	993	540	299	299	516	128	12	10	-	-	3,532	Arizona
California	145	908	1,216	148	888	621	1,317	841	170	134	174	-	7,628	California
Colorado	1	74	1,470	745	519	390	266	79	64	-	-	-	4,012	Colorado
Connecticut	1	37	68	59	30	118	22	23	9	17	-	-	728	Connecticut
Delaware	2	76	56	68	59	30	118	22	9	17	-	-	414	Delaware
Florida	11	65	1,099	771	509	346	1,170	340	262	71	1	-	1,342	Florida
Georgia	11	1,051	2,487	1,411	798	445	1,207	367	144	5	1	-	7,141	Georgia
Idaho	1	15	93	157	165	30	259	13	11	9	2	-	7,148	Idaho
Illinois	6	761	2,447	1,351	934	524	1,120	333	59	43	-	-	9,935	Illinois
Indiana	217	1,804	3,299	1,704	834	485	1,911	285	72	2	-	-	10,169	Indiana
Iowa	280	2,060	2,437	1,437	643	368	1,056	289	3	-	-	-	7,277	Iowa
Kansas	2	345	764	904	539	310	723	345	147	86	21	-	7,277	Kansas
Kentucky	1	61	408	454	231	211	574	247	43	30	-	-	1,935	Kentucky
Louisiana	18	61	1,094	1,176	501	132	301	178	66	24	3	-	2,650	Louisiana
Maryland	3	50	1,095	201	176	132	301	178	66	24	3	-	1,780	Maryland
Massachusetts	2	325	1,139	131	111	143	143	104	105	25	7	-	1,541	Massachusetts
Michigan	1	1,259	2,667	1,490	702	439	1,449	466	43	11	5	-	1,831	Michigan
Minnesota	108	1,086	1,494	1,494	540	303	749	749	11	5	-	-	2,699	Minnesota
Mississippi	1	1,442	2,148	1,222	737	688	882	150	44	45	-	-	5,840	Mississippi
Missouri	1,278	2,253	1,612	697	277	131	77	38	6	-	-	-	7,608	Missouri
Montana	64	114	330	189	344	46	114	38	9	-	-	-	6,156	Montana
Nebraska	11	517	933	114	19	48	12	-	-	-	-	-	5,802	Nebraska
Nevada	1	169	5	59	105	68	593	41	1	-	-	-	5,271	Nevada
New Hampshire	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	New Hampshire
New Jersey	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	New Jersey
New Mexico	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	New Mexico
New York	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	New York
North Carolina	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	North Carolina
Ohio	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Ohio
Oklahoma	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Oklahoma
Oregon	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Oregon
Pennsylvania	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Pennsylvania
Rhode Island	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Rhode Island
South Carolina	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	South Carolina
South Dakota	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	South Dakota
Tennessee	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Tennessee
Texas	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Texas
Utah	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Utah
Vermont	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Vermont
Virginia	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Virginia
Washington	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Washington
West Virginia	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	West Virginia
Wisconsin	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Wisconsin
Wyoming	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Wyoming
Dist. of Col.	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Dist. of Col.
Puerto Rico	1	1,013	2,895	1,570	1,044	645	1,277	172	36	4	-	-	3,699	Puerto Rico
Total	8,708	75,944	371,868	244,355	151,789	291,011	91,604	3,673	1,976	369	235	70	225,138	Total

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS—1971

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE PH-15
OCTOBER 1972

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UR- BAN CLASS- IFIED		
Alabama	-	-	39	97	94	96	136	146	70	115	14	7	840	Alabama	
Alaska	-	-	-	-	-	-	1	8	27	23	6	23	168	Alaska	
Arizona	6	5	3	17	27	31	148	82	39	36	9	5	408	Arizona	
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	Arkansas	
California	1	1	7	5	11	23	113	147	147	342	240	856	1,863	California	
Colorado	-	3	9	9	15	25	123	177	90	44	33	48	946	Colorado	
Connecticut	-	-	-	-	-	-	21	96	91	68	31	48	1,356	Connecticut	
Delaware	2	-	1	7	6	10	54	33	8	24	7	-	-	Delaware	
Florida	-	-	4	4	6	14	153	193	155	197	76	135	914	Florida	
Georgia	13	8	24	39	49	58	250	340	282	71	39	60	813	Georgia	
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii	
Idaho	-	-	1	3	7	9	6	6	11	12	1	1	109	Idaho	
Illinois	-	2	30	65	79	195	604	541	979	13	11	3	2,359	Illinois	
Iowa	1	4	20	37	66	68	230	230	203	31	4	7	671	Iowa	
Kansas	-	5	11	25	44	42	147	101	40	41	15	8	479	Kansas	
Kentucky	-	-	15	23	18	22	114	74	73	63	25	46	473	Kentucky	
Louisiana	-	1	17	16	10	9	178	117	74	79	40	29	499	Louisiana	
Maine	6	-	1	5	5	6	60	65	76	138	108	138	602	Maine	
Maryland	-	-	7	12	36	115	239	293	132	142	70	139	1,893	Maryland	
Massachusetts	-	-	6	24	34	35	244	201	171	203	128	271	1,283	Massachusetts	
Michigan	10	2	9	28	35	41	169	110	96	149	36	67	1,033	Michigan	
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	460	Minnesota	
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	Mississippi	
Missouri	39	8	15	21	11	14	262	108	70	36	95	5	217	Missouri	
Montana	-	7	23	21	21	19	62	37	31	20	6	9	235	Montana	
Nebraska	1	-	1	2	-	-	14	14	12	29	5	-	73	Nebraska	
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada	
New Hampshire	2	1	6	15	37	21	14	2	-	-	-	-	149	New Hampshire	
New Jersey	-	1	12	18	15	72	70	12	16	117	220	679	New Jersey		
New Mexico	2	30	88	133	185	149	686	761	425	224	393	3,012	New Mexico		
New York	-	21	7	23	36	199	146	87	92	21	7	639	New York		
North Carolina	-	13	23	10	22	288	8	273	65	91	144	88	North Carolina		
North Dakota	-	4	4	6	9	91	51	68	34	15	-	2,070	North Dakota		
Oklahoma	2	1	81	62	69	254	331	298	24	45	5	646	Oklahoma		
Oregon	-	-	9	26	46	112	86	62	66	15	27	1,283	Oregon		
Pennsylvania	2	4	8	19	44	6	59	54	46	42	7	19	289	Pennsylvania	
Rhode Island	-	1	1	8	18	18	5	46	42	7	19	-	670	Rhode Island	
South Carolina	3	1	15	44	68	61	131	66	55	10	-	-	670	South Carolina	
South Dakota	-	5	17	13	15	39	16	5	3	-	-	-	114	South Dakota	
Tennessee	1	1	18	20	30	34	109	113	146	59	29	44	871	Tennessee	
Texas	9	15	25	38	51	207	279	148	14	14	21	2,436	Texas		
Utah	-	1	6	8	14	6	58	53	48	14	13	-	236	Utah	
Vermont	1	-	1	8	5	31	14	8	2	-	-	-	74	Vermont	
Virginia	-	3	7	10	15	130	118	115	198	61	79	3	742	Virginia	
Washington	-	-	10	23	25	129	14	85	192	141	-	-	634	Washington	
West Virginia	-	-	17	25	16	94	31	15	30	-	-	-	263	West Virginia	
Wisconsin	-	6	29	50	54	245	101	98	59	25	50	-	811	Wisconsin	
Wyoming	-	-	-	-	-	-	4	12	16	44	27	-	138	Wyoming	
Dist. of Col.	-	-	-	-	-	-	9	24	20	15	-	-	104	Dist. of Col.	
Puerto Rico	-	1	1	1	1	1	16	24	20	15	-	-	104	Puerto Rico	
Total	109	577	1,004	1,483	1,747	8,410	6,673	4,427	4,497	1,968	3,465	30	34,507	Total	

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS—1971

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

Mileage as of December 31, 1971 compiled in cooperation with State authorities

TABLE PH-15
DOT-23 OF 15
REVISED 1976

FEDERAL-AID URBAN HIGHWAY SYSTEM														STATE
STATE	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL SURVEYED MILEAGE	STATE
	LESS THAN 100	100-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER		
Alabama	-	-	3	6	2	7	5	16	8	3	1	-	51	Alabama
Alaska	1	1	11	4	2	3	47	46	25	27	15	-	(16)	Alaska
Arizona	1	1	11	4	9	4	10	12	7	4	1	-	64	Arizona
California	1	8	7	6	13	13	66	76	62	98	30	-	365	California
Colorado	1	10	25	17	23	26	56	49	35	27	1	1	230	Colorado
Connecticut	1	10	26	23	3	3	31	31	11	7	-	-	433	Connecticut
Delaware	5	-	2	1	2	3	31	31	11	7	-	-	93	Delaware
Florida	-	-	-	-	-	-	-	-	-	-	-	-	2/	Florida
Georgia	-	-	-	2	2	2	19	20	19	15	2	1	86	Georgia
Idaho	-	-	-	-	-	-	2	1	7	11	3	3	27	Idaho
Illinois	1	6	8	7	16	17	80	39	18	4	-	-	196	Illinois
Iowa	4	11	9	4	11	13	46	25	14	6	-	-	106	Iowa
Kansas	-	-	-	-	1	5	26	29	10	-	-	-	77	Kansas
Kentucky	-	-	1	2	2	4	18	13	21	13	5	1	78	Kentucky
Louisiana	19	1	9	3	9	10	27	20	3	8	2	2	92	Louisiana
Maine	-	-	1	-	2	1	19	1	1	4	-	-	18	Maine
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	57	Maryland
Massachusetts	-	-	-	-	-	-	258	222	109	48	7	-	290	Massachusetts
Michigan	4	2	9	10	8	11	43	50	15	2	-	-	200	Michigan
Minnesota	-	-	-	-	-	3	12	22	3	2	-	-	194	Minnesota
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	40	Mississippi
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	(17)	Missouri
Montana	-	-	-	2	5	7	27	26	16	2	-	-	(17)	Montana
Nebraska	-	-	1	2	-	-	-	1	5	-	-	-	35	Nebraska
Nevada	-	-	9	-	-	-	-	-	-	-	-	-	19	Nevada
New Hampshire	-	-	-	-	-	1	46	7	3	140	33	6	18	New Hampshire
New Jersey	-	-	23	20	29	66	106	375	240	13	-	-	1,416	New Jersey
New Mexico	-	-	-	-	-	1	9	17	10	8	-	-	48	New Mexico
New York	-	-	-	-	-	-	-	-	-	-	-	-	(17)	New York
North Carolina	-	-	2	5	17	34	14	39	18	20	9	-	218	North Carolina
North Dakota	-	-	-	-	1	3	3	27	14	15	-	-	127	North Dakota
Oklahoma	1	-	-	-	-	11	28	3	15	7	-	-	46	Oklahoma
Oregon	-	-	1	6	7	13	39	30	17	8	-	1	122	Oregon
Pennsylvania	-	-	3	7	10	17	77	68	20	8	-	-	159	Pennsylvania
Rhode Island	-	-	3	4	7	13	14	10	5	2	-	-	129	Rhode Island
South Carolina	-	-	-	-	-	1	9	-	-	-	-	-	11	South Carolina
South Dakota	-	-	-	-	-	2	3	-	-	-	-	-	115	South Dakota
Tennessee	-	-	4	2	2	1	29	31	22	21	8	-	277	Tennessee
Texas	1	2	13	10	20	20	63	71	20	25	-	-	34	Texas
Utah	-	-	1	-	-	-	13	8	-	1	-	-	11	Utah
Vermont	-	-	-	-	-	-	-	-	-	-	-	-	(17)	Vermont
Virginia	-	-	25	54	36	26	109	164	38	41	5	-	587	Virginia
Washington	-	-	-	-	-	-	-	3	-	-	-	-	10	Washington
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	2/	West Virginia
Wisconsin	-	8	29	30	34	27	43	22	3	1	-	-	187	Wisconsin
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	(17)	Dist. of Col.
Puerto Rico	-	-	-	4	2	1	6	9	5	10	6	12	25	Puerto Rico
Total	41	98	286	286	369	2,009	1,670	860	991	163	34	98	7,431	Total

Mileage as of December 31, 1971 compiled in cooperation with State authorities

TRAVELED WAY OF SELECTED FEDERAL-AID SYSTEMS—1971
SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

STATE		PERIOD-DAILY TRAFFIC VOLUME														TOTAL STRAIGHTED		STATE
LEGS YEAR 1900	1,000- 1,499	1,500- 1,999	2,000- 2,499	3,000- 3,499	4,000- 4,499	5,000- 5,499	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	35,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	TOTAL STRAIGHTED	STATE		
Alabama	4	14	72	70	65	95	171	39	11	2	-	-	-	-	953	Alabama		
Alaska	5	14	12	16	13	17	44	13	5	1	-	-	-	-	163	Alaska		
Arizona	2	10	6	4	3	-	1	-	-	-	-	-	-	-	126	Arizona		
California	299	947	994	933	648	911	1,474	634	200	104	-	-	-	-	6,236	California		
Colorado	54	105	174	173	111	232	145	109	10	8	-	-	-	-	935	Colorado		
Connecticut	1	1	1	1	6	1	-	-	-	-	-	-	-	1	6	Connecticut		
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Florida		
Georgia	2	3	9	13	8	24	51	41	53	14	-	-	-	-	261	Georgia		
Idaho	2	3	16	13	12	11	20	3	12	6	1	-	-	-	92	Idaho		
Illinois	2	4	4	2	1	4	20	16	31	16	-	-	-	-	96	Illinois		
Indiana	2	28	43	83	75	40	163	39	12	2	-	-	-	543	Indiana			
Iowa	24	33	58	60	65	47	133	43	16	1	1	-	-	-	200	Iowa		
Kansas	4	2	10	28	20	25	110	60	24	2	2	-	-	-	566	Kansas		
Kentucky	4	2	10	28	20	25	110	60	24	2	2	-	-	-	566	Kentucky		
Louisiana	6	6	40	62	97	64	258	96	17	4	-	-	-	-	668	Louisiana		
Maine	7	2	3	2	1	5	11	1	8	19	-	-	-	-	36	Maine		
Maryland	7	2	12	29	13	53	157	133	13	-	-	-	-	-	293	Maryland		
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	286	Massachusetts			
Michigan	100	152	272	50	199	111	342	28	51	20	-	-	-	-	1,025	Michigan		
Minnesota	21	41	31	17	17	73	13	4	-	-	-	-	-	-	217	Minnesota		
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Mississippi		
Missouri	27	44	29	143	68	353	135	131	94	27	3	-	-	-	1,074	Missouri		
Montana	6	11	10	70	20	20	2	1	3	-	-	-	-	-	159	Montana		
Nebraska	2	2	7	10	10	12	34	19	4	-	-	-	-	-	95	Nebraska		
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada		
New Hampshire	27	31	30	32	17	17	16	8	-	-	-	-	-	-	164	New Hampshire		
New Jersey	16	25	35	38	21	22	72	19	6	5	-	-	-	-	31	New Jersey		
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	New Mexico		
New York	-	-	-	-	-	-	-	-	-	-	-	-	-	191	New York			
North Carolina	4	4	13	19	15	106	131	97	44	3	-	-	-	-	463	North Carolina		
South Carolina	2	2	19	17	14	44	28	3	-	-	-	-	-	-	122	South Carolina		
Ohio	18	12	22	17	12	6	11	4	2	-	-	-	-	176	Ohio			
Oklahoma	18	12	22	17	12	6	11	4	2	-	-	-	-	-	104	Oklahoma		
Oregon	109	323	339	201	86	70	89	9	2	-	-	-	-	-	1,298	Oregon		
Pennsylvania	-	-	-	-	-	38	36	31	18	-	-	-	-	-	123	Pennsylvania		
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	Rhode Island		
South Carolina	-	-	-	-	-	1	3	-	-	-	-	-	-	-	5	South Carolina		
South Dakota	7	18	137	36	23	16	29	2	-	-	-	-	-	-	163	South Dakota		
Tennessee	21	6	159	100	96	90	214	45	24	3	-	-	-	-	899	Tennessee		
Texas	1	1	18	10	23	17	63	7	35	8	-	-	-	-	243	Texas		
Utah	1	1	9	4	13	1	20	2	2	1	-	-	-	-	60	Utah		
Vermont	-	1	2	4	4	1	3	2	-	-	-	-	-	-	17	Vermont		
Washington	-	-	-	-	-	24	259	179	58	60	-	-	-	-	998	Washington		
West Virginia	-	-	-	25	23	5	8	2	3	2	-	-	-	-	37	West Virginia		
Wisconsin	17	60	110	96	86	70	139	146	2	-	-	-	-	-	746	Wisconsin		
Wyoming	1	5	18	15	15	15	26	6	-	-	-	-	-	-	103	Wyoming		
Yonkers, Col.	-	-	-	16	16	16	38	13	6	2	-	-	-	-	212	Yonkers, Col.		
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	Puerto Rico		
Total	667	1,775	2,725	2,276	2,130	1,716	4,890	2,216	965	488	86	4	1,284	-	50,272	Total		

1/ No mileage approved as of December 31, 1971.

2/ No data available.

1/ No mileage approved as of December 31, 1971.

TRAVELED WAY OF SELECTED FEDERAL-AID HIGHWAY SYSTEMS—SUMMARY—1971

SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE FN-110
SHEET 1 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL														
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL SURFACED MILEAGE	
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER		UN- CLASSI- FIED
Undivided: Under 20 feet	460	2,305	4,465	1,978	638	236	312	19	4	-	-	-	-	
	1,961	8,098	11,693	6,878	2,650	1,138	1,490	193	44	21	7	-	10,413	
	1,033	6,728	12,210	7,495	4,315	2,078	2,499	331	80	16	2	1	33,773	
	4,380	16,226	23,788	17,365	10,991	6,197	6,436	448	86	19	3	-	85,939	
	637	1,873	2,945	1,945	908	272	1,225	232	35	14	1	1	8,164	
	149	349	842	740	575	356	879	167	64	16	-	-	1,132	
	74	169	328	172	149	170	354	107	41	16	9	-	1,207	
	48-47	62	103	257	369	390	340	850	357	167	72	24	-	2,990
	48 and over	32	131	257	369	390	340	850	357	167	72	24	-	2,990
	Total Undivided	8,726	35,772	55,303	35,104	20,410	11,193	13,965	1,854	517	157	41	13	3
Divided: No access control: Less than 44 44-47 48 and over Subtotal	-	-	9	26	33	53	135	55	16	22	8	2	-	359
	-	2	60	151	186	271	677	277	17	29	16	-	-	1,680
	2	36	305	612	719	870	2,496	847	386	268	24	9	-	6,760
	18	118	374	793	938	1,112	3,359	1,222	498	304	48	11	-	9,159
	Partial access control: 1/	-	-	3	5	1	7	20	7	2	4	-	-	-
Less than 44	-	-	3	5	1	7	20	7	2	4	-	-	-	49
44-47	-	1	2	3	3	36	1,650	122	17	55	11	6	-	2,905
48 and over	-	6	115	287	323	465	1,650	811	228	235	10	6	-	3,418
Subtotal	-	6	127	294	424	568	1,933	801	247	155	21	6	-	4,413
Full access control: Less than 44 44-47 48 and over Subtotal	-	-	-	34	10	46	48	8	-	-	-	-	8	154
	60	148	500	1,638	2,579	2,473	9,741	5,257	2,308	1,410	5	1	57	94
	60	148	500	1,638	2,579	2,473	9,741	5,257	2,308	1,410	264	204	65	27,105
	Subtotal	-	148	990	1,673	2,593	2,473	9,786	5,267	2,411	269	205	65	27,353
	Total Divided	62	172	1,491	2,764	3,945	4,006	15,148	7,310	3,156	1,819	368	222	67
Total Surfaced Mileage	8,788	35,944	56,794	37,868	24,355	15,289	29,013	9,164	3,673	1,976	369	235	70	223,538

TRAVELED WAY OF SELECTED FEDERAL-AID HIGHWAY SYSTEMS—SUMMARY—1971
SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE FH-110
SHEET 2 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN														
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL URBAN SURFACED MILEAGE	
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER		UN- CLASSI- FIED
Undivided:														
Under 20 feet	1	7	32	45	55	38	132	25	1	5	-	1	-	342
20-24	10	11	79	123	164	149	531	185	37	8	-	1	-	1,300
25-29	17	22	81	106	189	174	561	294	52	8	-	4	-	1,458
30-34	16	33	107	134	214	193	682	377	156	38	-	2	-	3,989
35-39	11	7	33	67	113	142	880	599	311	69	-	1	-	2,151
40-44	4	1	45	59	90	190	964	977	630	360	70	14	6	3,410
44-47	6	4	44	27	34	52	325	339	243	196	42	8	1	1,286
48 and over	33	3	18	68	118	132	1,015	1,002	840	856	264	228	3	4,580
Total Undivided	98	88	484	873	1,217	1,399	5,965	3,963	2,270	1,590	386	262	11	18,496
Divided:														
No access control:														
Less than 44	-	-	-	2	5	5	38	32	34	51	31	19	-	217
44-47	-	-	28	4	14	10	91	137	115	101	35	6	-	515
48 and over	3	2	30	78	85	120	644	952	707	1,005	469	320	-	4,644
Subtotal	3	2	30	78	104	135	973	1,128	856	1,157	535	375	-	5,376
Partial access control: 1/														
Less than 44	1	-	-	-	2	1	7	11	2	3	1	3	-	31
44-47	-	-	-	-	-	20	202	41	26	28	4	4	-	123
48 and over	-	-	13	21	47	62	409	370	266	305	95	68	-	1,634
Subtotal	-	-	13	21	49	63	499	422	294	336	100	75	-	1,788
Full access control: 1/														
Less than 44	-	-	-	-	-	1	1	2	2	1	4	2	-	13
44-47	-	-	-	1	21	129	1,051	1,152	995	1,476	103	8	-	53
48 and over	7	2	50	52	113	190	1,063	1,160	1,007	1,456	947	2,143	10	8,764
Subtotal	7	2	50	52	113	190	1,063	1,160	1,007	1,456	947	2,143	19	8,807
Total Divided	11	9	93	151	266	388	2,445	2,710	2,157	2,977	1,582	3,203	19	16,011
Total Surfaced Mileage	109	97	577	1,024	1,483	1,747	8,410	6,673	4,427	4,497	1,968	3,465	30	34,507

TRAVELED WAY OF SELECTED FEDERAL-AID HIGHWAY SYSTEMS—SUMMARY—1971 SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE FM-110
SHEET 3 OF 4
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

FEDERAL-AID URBAN HIGHWAY SYSTEM														
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	TOTAL SURFACED MILEAGE
Undivided:														
20 feet	8	12	31	25	32	23	28	7	2	3	-	-	15	186
20-21	1	11	40	44	30	63	119	68	17	1	-	-	17	443
22-23	1	16	30	27	20	36	150	89	3	1	-	-	6	309
24-26	7	12	46	51	50	65	334	114	27	2	3	1	22	734
27-35	11	13	35	37	53	61	357	246	65	28	-	-	55	961
36-43	2	2	14	23	46	47	467	397	203	76	19	-	29	1,327
44-47	-	1	4	9	19	27	123	197	94	65	2	1	2	544
48 and over	-	-	15	19	20	30	255	366	255	198	47	6	7	1,218
Total Undivided	37	57	224	235	281	352	1,833	1,424	666	381	71	8	153	5,722
Divided:														
No access control:	-	-	-	-	1	2	41	32	19	4	-	1	-	100
Less than 44	-	-	-	-	-	2	18	62	29	23	8	1	-	143
44 and over	4	1	2	1	4	12	72	168	135	172	75	10	2	633
Subtotal	4	1	2	1	5	16	138	222	165	199	83	20	2	876
Partial access control: 1/	-	-	-	-	-	-	-	1	-	1	-	-	-	2
Less than 44	-	-	-	-	-	-	-	1	-	-	-	-	-	-
44 and over	-	-	-	-	-	1	23	15	6	7	2	5	-	58
Subtotal	-	-	-	-	-	-	23	16	6	7	2	5	-	60
Full access control: 1/	-	-	-	-	-	-	-	2	-	-	2	-	-	4
Less than 44	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44 and over	-	-	-	-	-	-	15	6	5	4	5	1	-	37
Subtotal	-	-	-	-	-	-	15	8	5	4	7	1	-	41
Total Divided	4	1	2	1	6	17	176	246	194	210	92	26	2	977
Subtotal, by Width	41	58	226	236	287	369	2,009	1,670	860	591	163	34	155	6,699
Undistributed by Width	-	-	-	-	-	-	-	-	-	-	-	-	432	432
Total Surfaced Mileage	41	58	226	236	287	369	2,009	1,670	860	591	163	34	587	7,131

TRAVELED WAY OF SELECTED FEDERAL-AID HIGHWAY SYSTEMS—SUMMARY—1971

SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

Mileage as of December 31, 1971, compiled in cooperation with State authorities

TABLE 14-110
SUMMARY OF 4
OCTOBER 1972

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY - URBAN TYPE II												TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES												
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	
Undivided:													
Under 20 feet	129	251	243	113	66	64	99	70	4	-	-	-	1,039
20-21	114	223	200	191	156	100	233	90	3	1	-	-	1,391
22-23	54	132	178	160	117	128	200	64	25	3	-	-	1,061
24-26	109	287	393	385	348	345	742	211	59	21	-	-	3,010
27-35	103	258	370	366	307	345	729	147	59	7	-	-	3,291
36-43	102	266	368	621	560	387	1,180	450	177	52	13	-	4,436
44-47	29	62	110	48	109	89	170	191	153	95	1	-	1,366
48 and over	24	77	181	155	223	203	931	792	344	153	35	1	3,120
Total Undivided	664	1,556	2,693	2,239	2,086	1,661	4,593	2,015	824	332	49	1	18,714
Divided:													
No access control:													
Less than 44	-	1	9	3	6	3	24	14	13	14	-	-	87
44-47	-	1	4	9	1	2	26	13	13	25	2	-	99
48 and over	3	17	19	21	22	51	172	165	103	117	33	3	724
Subtotal	3	19	32	33	32	51	222	192	129	156	35	3	910
Partial access control: 1/													
Less than 44	-	-	-	-	-	-	-	1	-	-	-	-	1
44-47	-	-	-	-	-	-	24	7	8	-	-	-	47
48 and over	-	-	-	-	-	1	23	8	8	-	-	-	48
Subtotal	-	-	-	-	-	1	27	16	16	-	-	-	96
Full access control: 1/													
Less than 44	-	-	-	-	-	-	-	-	-	-	-	-	-
44-47	-	-	-	-	-	-	-	-	-	-	-	-	-
48 and over	-	-	-	-	-	-	12	1	4	-	-	-	17
Subtotal	-	-	-	-	-	-	12	1	4	-	-	-	17
Total Divided	3	19	32	37	34	55	257	201	141	156	37	3	975
Subtotal, by Width	667	1,575	2,725	2,276	2,120	1,716	4,890	2,216	965	488	86	4	19,689
Undistributed by Width	-	-	-	-	-	-	-	-	-	-	-	-	1,283
Total Surfaced Mileage	667	1,575	2,725	2,276	2,120	1,716	4,890	2,216	965	488	86	4	20,972
1/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full Control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.													

1/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

TABLE PB-2
SHEET 1 OF 2
REF ID: A66389

[illegible]

MILEAGE COMPLETED ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS-1971

DATA COMPILED FOR CALENDAR YEAR

Source: Program Analysis Division Office of Plans, Survey, and Data		MILEAGE COMPLETED										STATE CONTRACTOR	
STATE OR CONTRACTOR	TOTAL MILEAGE COMPLETED ON SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON DRAIN SURFACED	TOTAL MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	MILEAGE COMPLETED ON GRAVEL SURFACED	STATE CONTRACTOR	TOTAL MILEAGE COMPLETED ON SURFACED
Alabama	131.6	66.0	135.6	71.3	36.8	100.1	17.5	1.1	1.1	1.1	1.1	Alabama	131.6
Arizona	131.4	35.3	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Arizona	131.4
Arkansas	131.2	35.3	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Arkansas	131.2
California	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	California	136.2
Colorado	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Colorado	136.2
Connecticut	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Connecticut	136.2
Delaware	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Delaware	136.2
Florida	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Florida	136.2
Georgia	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Georgia	136.2
Hawaii	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Hawaii	136.2
Idaho	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Idaho	136.2
Illinois	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Illinois	136.2
Indiana	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Indiana	136.2
Iowa	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Iowa	136.2
Kansas	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Kansas	136.2
Kentucky	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Kentucky	136.2
Louisiana	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Louisiana	136.2
Maine	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Maine	136.2
Maryland	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Maryland	136.2
Massachusetts	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Massachusetts	136.2
Michigan	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Michigan	136.2
Minnesota	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Minnesota	136.2
Mississippi	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Mississippi	136.2
Missouri	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Missouri	136.2
Montana	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Montana	136.2
Nebraska	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Nebraska	136.2
Nevada	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Nevada	136.2
New Hampshire	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	New Hampshire	136.2
New Jersey	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	New Jersey	136.2
New Mexico	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	New Mexico	136.2
New York	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	New York	136.2
North Carolina	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	North Carolina	136.2
North Dakota	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	North Dakota	136.2
Ohio	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Ohio	136.2
Oregon	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Oregon	136.2
Pennsylvania	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Pennsylvania	136.2
Rhode Island	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Rhode Island	136.2
South Carolina	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	South Carolina	136.2
South Dakota	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	South Dakota	136.2
Tennessee	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Tennessee	136.2
Texas	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Texas	136.2
Utah	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Utah	136.2
Vermont	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Vermont	136.2
Virginia	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Virginia	136.2
Washington	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Washington	136.2
West Virginia	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	West Virginia	136.2
Wisconsin	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Wisconsin	136.2
Wyoming	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Wyoming	136.2
Dist. of Col.	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Dist. of Col.	136.2
Puerto Rico	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Puerto Rico	136.2
Total	136.2	31.1	135.6	71.3	10.4	125.2	10.4	1.1	1.1	1.1	1.1	Total	136.2

1/ Column totals may not add due to rounding.

FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED—1971

DATA COMPILED FOR CALENDAR YEAR

Source: Program Analysis Division
Office of Fiscal Services, FHWA

(In thousands of dollars)

TABLE FH-2
FEBRUARY 1972

STATE OR COMMERCE	PRIMARY SYSTEM RURAL			SECONDARY SYSTEM RURAL			URBAN AREAS			TOTAL FEDERAL-AID			HIGHER-LEVEL PROJECTS			STATE OR COMMERCE
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	
Alabama	\$90,156	\$31,710	79.1	\$1,557	\$1,557	52.6	\$25,662	\$25,662	7.7	\$75,386	\$31,710	131.6	\$52	\$50	7.6	Alabama
Alaska	6,730	6,730	10.7	0	0	0	0	0	0	0	0	0	0	0	0	Alaska
Arizona	27,730	27,730	109.7	3,786	3,786	25.0	9,512	9,512	10.3	17,218	9,512	34.4	4,266	4,266	7.6	Arizona
Arkansas	114,009	114,009	119.7	10,766	10,766	41.3	9,712	9,712	8.3	97,297	97,297	131.2	672	672	15.8	Arkansas
California	146,659	111,209	112.5	10,477	5,211	56.6	221,181	176,273	59.1	396,938	297,482	266.2	3,398	3,398	36.1	California
Colorado	41,338	35,251	150.2	1,127	1,127	61.1	28,774	27,671	39.2	77,439	59,924	240.6	1,396	1,396	3.8	Colorado
Connecticut	7,460	7,460	5.2	0	0	0	0	0	0	0	0	0	0	0	0	Connecticut
Delaware	27,331	1,252	39.2	0	0	0	5,931	5,931	4.7	21,400	1,252	43.9	0	0	0	Delaware
Florida	77,380	46,766	101.2	1,897	1,897	30.7	15,659	15,659	26.8	60,924	46,766	131.9	896	896	2.6	Florida
Georgia	4,333	2,736	17.5	1,194	1,194	11.4	3,113	2,894	3.6	10,127	6,025	21.6	115	115	0.6	Georgia
Hawaii	5,559	39,777	175.5	0	0	0	6,473	6,473	9.0	50,660	41,275	266.4	1,077	1,077	6.1	Hawaii
Illinois	165,669	136,659	366.2	21,553	11,929	29.8	69,787	46,380	37.0	200,660	198,070	524.0	0	0	0	Illinois
Indiana	96,525	33,636	134.6	27,113	27,113	33.3	24,344	24,344	21.1	106,666	75,504	288.7	104	104	0.4	Indiana
Iowa	40,219	27,697	169.7	16,352	16,352	77.3	28,431	28,431	34.7	69,181	59,315	555.0	0	0	0	Iowa
Kentucky	31,691	25,866	24.8	5,598	2,670	13.4	17,672	15,287	6.5	55,995	41,721	46.2	0	0	0	Kentucky
Louisiana	59,621	37,646	39.5	6,746	6,746	15.1	15,595	12,239	4.9	74,982	56,621	91.4	0	0	0	Louisiana
Maine	2,668	2,668	36.6	1,252	1,252	2.1	2,968	2,968	11.5	28,133	28,133	52.1	0	0	0	Maine
Maryland	32,698	32,698	36.6	1,252	1,252	2.1	34,962	34,962	11.5	67,660	34,962	52.1	0	0	0	Maryland
Massachusetts	16,569	5,311	29.5	3,229	3,229	11.2	19,798	19,798	29.6	31,067	31,067	69.3	0	0	0	Massachusetts
Michigan	29,598	41,035	62.5	13,778	7,648	29.3	129,939	123,723	35.6	117,652	172,131	330.9	0	0	0	Michigan
Minnesota	29,598	29,598	223.5	15,018	6,940	47.2	64,070	57,001	65.3	137,286	101,230	763.1	177	89	0.9	Minnesota
Mississippi	55,559	23,550	99.2	13,050	13,050	28.8	15,779	9,932	11.9	59,566	39,661	380.0	0	0	0	Mississippi
Missouri	79,723	62,020	128.0	9,135	4,578	41.4	56,652	46,923	31.2	136,598	103,539	196.5	640	319	2.9	Missouri
Montana	20,566	20,566	107.2	30,149	30,149	23.0	13,152	13,152	14.5	69,697	39,466	420.2	69	69	0.2	Montana
Nebraska	30,149	30,149	107.2	30,149	30,149	23.0	13,152	13,152	14.5	69,697	39,466	420.2	69	69	0.2	Nebraska
Nevada	30,149	30,149	107.2	30,149	30,149	23.0	13,152	13,152	14.5	69,697	39,466	420.2	69	69	0.2	Nevada
New Hampshire	11,795	11,795	15.5	2,330	2,330	11.7	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	New Hampshire
New Jersey	29,416	29,416	17.6	4,822	4,822	10.8	25,594	25,594	16.9	55,010	55,010	38.5	0	0	0	New Jersey
New Mexico	6,730	6,730	10.7	0	0	0	0	0	0	0	0	0	0	0	0	New Mexico
New York	55,559	55,559	37.2	1,252	1,252	2.1	57,811	57,811	28.0	113,370	113,370	113.7	0	0	0	New York
North Carolina	16,569	11,795	31.0	3,229	3,229	11.2	19,798	19,798	29.6	31,067	31,067	69.3	0	0	0	North Carolina
North Dakota	29,598	29,598	223.5	15,018	6,940	47.2	64,070	57,001	65.3	137,286	101,230	763.1	177	89	0.9	North Dakota
Ohio	63,825	101.4	116.0	13,050	13,050	28.8	15,779	9,932	11.9	59,566	39,661	380.0	0	0	0	Ohio
Oklahoma	54,561	36,511	38.5	9,125	4,086	26.1	33,136	28,450	31.1	87,686	66,965	390.3	56	53	0.2	Oklahoma
Oregon	7,010	6,061	28.1	3,139	3,139	17.5	17,778	14,038	19.1	26,503	16,235	78.1	2,394	2,394	20.3	Oregon
Pennsylvania	113,362	113,362	113.3	11,795	11,795	15.5	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	Pennsylvania
Rhode Island	11,795	11,795	15.5	2,330	2,330	11.7	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	Rhode Island
South Carolina	11,795	11,795	15.5	2,330	2,330	11.7	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	South Carolina
South Dakota	17,698	13,362	91.4	7,429	4,817	20.6	5,012	2,270	7.3	29,984	20,452	371.4	670	590	5.0	South Dakota
Tennessee	14,719	36,761	175.2	13,050	13,050	28.8	15,779	9,932	11.9	59,566	39,661	380.0	0	0	0	Tennessee
Texas	14,719	14,719	175.2	13,050	13,050	28.8	15,779	9,932	11.9	59,566	39,661	380.0	0	0	0	Texas
Utah	11,795	11,795	15.5	2,330	2,330	11.7	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	Utah
Vermont	16,569	16,569	223.5	15,018	6,940	47.2	64,070	57,001	65.3	137,286	101,230	763.1	177	89	0.9	Vermont
Virginia	126,660	109,623	126.9	14,719	14,719	175.2	13,050	13,050	28.8	15,779	9,932	11.9	59,566	39,661	380.0	Virginia
West Virginia	29,598	29,598	223.5	15,018	6,940	47.2	64,070	57,001	65.3	137,286	101,230	763.1	177	89	0.9	West Virginia
Wisconsin	34,158	34,158	29.3	5,476	2,693	13.3	28,766	24,766	13.9	63,932	46,923	78.1	2,394	2,394	20.3	Wisconsin
Wyoming	11,795	11,795	15.5	2,330	2,330	11.7	12,105	8,351	4.9	40,453	21,727	32.2	40	40	0.2	Wyoming
Total U.S.	2,402,315	1,966,353	5,295.7	440,112	234,797	5,295.7	1,495,645	1,098,556	918.9	4,891,994	3,622,737	11,404.0	80,103	19,130	113.8	Total U.S.

/ Column totals not add due to rounding.

HIGHWAY REST AREAS ON FEDERAL-AID HIGHWAY SYSTEMS-1971¹Source: Program Management Division
Office of Highway Planning, FHWATABLE RA-1
AUGUST 1972

STATE	FEDERAL-AID INTERSTATE			FEDERAL-AID PRIMARY 1/			FEDERAL-AID SECONDARY 2/			TOTAL		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
Alabama	4	-	4	133	12	145	25	1	26	158	13	171
Alaska	-	-	-	18	-	18	3	-	3	21	-	21
Arizona	10	-	10	136	3	139	38	1	39	174	4	178
Arkansas	8	-	8	76	3	79	19	-	19	95	3	98
California	43	1	44	84	2	86	15	-	15	99	2	101
Colorado	18	-	18	44	2	46	6	-	6	50	2	52
Connecticut	4	-	4	28	4	32	27	2	29	55	6	61
Delaware	-	-	-	12	-	12	-	-	-	12	-	12
Florida	39	-	39	197	10	207	80	8	88	277	18	295
Georgia	20	3	23	210	9	219	37	-	37	247	9	256
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	24	-	24	49	-	49	4	-	4	53	-	53
Illinois	5	-	5	175	-	175	3	-	3	178	-	178
Indiana	24	-	24	66	3	69	35	9	44	101	12	113
Iowa	40	-	40	199	43	242	-	-	-	199	43	242
Kansas	30	-	30	141	1	142	12	-	12	153	1	154
Kentucky	19	-	19	95	1	96	37	-	37	132	1	133
Louisiana	11	-	11	61	5	66	11	-	11	74	5	79
Maine	8	-	8	84	2	86	56	-	56	140	2	142
Maryland	3	-	3	57	3	60	5	-	5	62	3	65
Massachusetts	4	11	15	117	70	187	14	13	27	131	83	214
Michigan	37	3	40	203	13	216	31	-	31	234	13	247
Minnesota	12	-	12	118	65	183	38	7	45	156	72	228
Mississippi	23	-	23	113	5	118	2	-	2	115	5	120
Missouri	19	-	19	101	1	102	1	-	1	102	1	103
Montana	17	-	17	87	-	87	5	-	5	92	-	92
Nebraska	21	-	21	41	-	41	1	-	1	42	-	42
Nevada	12	-	12	41	1	42	7	-	7	48	1	49
New Hampshire	6	-	6	136	1	137	88	-	88	224	1	225
New Jersey	8	3	11	12	14	26	2	1	3	14	15	29
New Mexico	35	-	35	81	-	81	14	-	14	95	-	95
New York	35	3	38	238	18	256	26	-	26	264	18	282
North Carolina	28	-	28	92	-	92	28	-	28	120	-	120
North Dakota	20	-	20	51	1	52	-	-	-	51	1	52
Ohio	57	-	57	210	3	213	54	2	56	264	5	269
Oklahoma	25	-	25	146	1	147	29	-	29	175	1	176
Oregon	30	-	30	73	-	73	5	-	5	78	-	78
Pennsylvania	63	-	63	108	-	108	2	-	2	110	-	110
Rhode Island	3	-	3	14	6	20	3	4	7	17	10	27
South Carolina	30	-	30	139	3	142	18	-	18	157	3	160
South Dakota	14	-	14	72	2	74	5	-	5	77	2	79
Tennessee	44	2	46	341	24	365	2	-	2	343	24	367
Texas	102	5	107	755	11	766	271	-	271	1,026	11	1,037
Utah	10	2	12	20	3	23	-	-	-	20	3	23
Vermont	20	-	20	51	-	51	11	-	11	62	-	62
Virginia	21	-	21	142	-	142	9	-	9	151	-	151
Washington	10	-	10	33	-	33	5	-	5	38	-	38
West Virginia	-	-	-	83	8	91	9	-	9	92	8	100
Wisconsin	19	1	20	214	7	221	61	-	61	275	7	282
Wyoming	51	-	51	97	-	97	2	-	2	99	-	99
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,086	34	1,120	5,794	360	6,154	1,158	48	1,206	6,952	408	7,360

1/ Rest Areas on Interstate System included.

2/ Under State jurisdiction only.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—RURAL—1971¹

SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE HW-4
OCTOBER 1972

Mileage as of December 31, 1971, compiled in cooperation with State authorities

STATE	WIDTH IN FEET AND TYPE OF SURFACE														TOTAL SURFACED MILEAGE	STATE
	VIEW IN FEET AND TYPE OF SURFACE															
	INTERMEDIATE-TYPE SURFACE 2/							HIGH-TYPE SURFACE 3/								
LESS THAN 20	20-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL	LESS THAN 20	20-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL	
Alabama	4	5	-	-	-	-	-	9	11	16	17	-	5	12	674	
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Arizona	-	-	-	-	-	31	37	-	1	2	12	73	269	1	782	
Arkansas	-	-	-	6	-	-	-	-	-	26	-	-	-	-	412	
California	-	-	-	-	-	-	-	-	61	61	51	12	13	1,464	1,716	
Colorado	-	-	-	-	-	-	-	-	1	41	155	5	6	647	895	
Connecticut	1	-	-	-	-	-	-	1	-	10	0	-	-	94	105	
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Georgia	-	-	-	1	-	-	-	1	33	113	5	3	9	816	1,185	
Idaho	-	-	-	-	-	-	-	-	29	71	178	2	-	955	975	
Illinois	-	-	-	-	-	-	-	-	-	4	61	2	3	395	391	
Indiana	-	-	-	-	-	-	-	-	9	93	7	6	2	1,400	1,527	
Iowa	-	-	1	-	-	3	3	23	5	12	146	-	-	521	710	
Kansas	-	-	-	-	-	-	-	-	27	27	12	-	-	612	688	
Kentucky	-	-	-	-	-	-	-	-	35	31	-	2	-	520	618	
Louisiana	-	-	-	-	-	-	-	-	1	1	3	-	-	19	23	
Maine	-	-	-	-	-	-	-	-	-	1	3	104	-	445	571	
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Massachusetts	-	11	-	-	-	-	-	-	-	2	-	-	4	215	237	
Michigan	-	-	-	-	-	11	8	-	13	8	-	-	-	706	768	
Minnesota	-	-	14	-	-	14	90	3	13	90	3	1	1	493	675	
Mississippi	-	1	-	-	-	-	-	1	53	-	-	-	1	479	563	
Missouri	6	3	10	16	3	36	37	48	31	37	16	-	-	922	992	
Montana	-	-	-	-	-	-	-	-	2	5	3	-	-	140	160	
Nebraska	-	-	-	-	-	-	-	-	-	-	19	-	-	392	440	
Nevada	-	-	-	-	-	-	-	-	-	3	101	-	-	406	516	
New Hampshire	-	1	19	-	-	20	42	-	-	-	9	2	4	125	140	
New Jersey	-	-	-	-	-	-	-	-	13	-	6	1	1	100	126	
New Mexico	-	-	-	-	-	1	-	-	-	104	11	-	-	687	798	
New York	-	-	-	-	-	-	-	-	2	16	84	7	1	798	816	
North Carolina	11	-	-	-	-	-	-	-	16	37	10	6	7	636	746	
North Dakota	-	-	-	-	-	-	-	-	-	7	9	-	-	947	960	
Ohio	-	-	1	-	-	-	-	-	-	3	10	-	-	998	1,011	
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Oregon	-	-	-	-	-	-	-	-	18	8	19	18	10	513	586	
Pennsylvania	-	-	-	-	-	-	-	-	11	5	37	15	15	1,454	1,577	
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	678	678	
South Carolina	-	-	6	55	2	-	-	63	-	6	135	1	3	1,468	1,611	
South Dakota	-	-	-	-	-	-	-	-	1	-	-	-	-	476	496	
Tennessee	-	-	-	-	-	-	-	-	22	16	263	3	19	2,119	2,306	
Texas	-	3	73	-	2	39	207	11	5	68	10	20	20	768	914	
Utah	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vermont	-	-	-	-	-	-	-	-	24	18	32	19	6	217	317	
Virginia	-	2	1	-	-	-	-	-	17	40	30	13	3	363	440	
Washington	-	-	-	-	-	7	11	44	99	25	158	79	25	295	587	
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wisconsin	-	-	-	-	-	-	-	-	-	13	44	1	3	431	493	
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DIST. OF COL.	-	-	-	-	-	110	110	-	-	-	23	4	-	650	791	
Total	22	124	43	186	13	5	7	215	615	179	3,755	357	363	26,800	33,745	

Foot-note 1/

Contains all mileage of routes that are serving Interstate traffic at the present time.

2/ Contains all mileage of routes that are serving Interstate traffic at the present time.

3/ Contains of bituminous treated and mixed bituminous surfacings (types T-1, G-1, and H-1).

4/ Contains of concrete surfacings (types C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13, C-14, C-15, C-16, C-17, C-18, C-19, C-20, C-21, C-22, C-23, C-24, C-25, C-26, C-27, C-28, C-29, C-30, C-31, C-32, C-33, C-34, C-35, C-36, C-37, C-38, C-39, C-40, C-41, C-42, C-43, C-44, C-45, C-46, C-47, C-48, C-49, C-50, C-51, C-52, C-53, C-54, C-55, C-56, C-57, C-58, C-59, C-60, C-61, C-62, C-63, C-64, C-65, C-66, C-67, C-68, C-69, C-70, C-71, C-72, C-73, C-74, C-75, C-76, C-77, C-78, C-79, C-80, C-81, C-82, C-83, C-84, C-85, C-86, C-87, C-88, C-89, C-90, C-91, C-92, C-93, C-94, C-95, C-96, C-97, C-98, C-99, C-100, C-101, C-102, C-103, C-104, C-105, C-106, C-107, C-108, C-109, C-110, C-111, C-112, C-113, C-114, C-115, C-116, C-117, C-118, C-119, C-120, C-121, C-122, C-123, C-124, C-125, C-126, C-127, C-128, C-129, C-130, C-131, C-132, C-133, C-134, C-135, C-136, C-137, C-138, C-139, C-140, C-141, C-142, C-143, C-144, C-145, C-146, C-147, C-148, C-149, C-150, C-151, C-152, C-153, C-154, C-155, C-156, C-157, C-158, C-159, C-160, C-161, C-162, C-163, C-164, C-165, C-166, C-167, C-168, C-169, C-170, C-171, C-172, C-173, C-174, C-175, C-176, C-177, C-178, C-179, C-180, C-181, C-182, C-183, C-184, C-185, C-186, C-187, C-188, C-189, C-190, C-191, C-192, C-193, C-194, C-195, C-196, C-197, C-198, C-199, C-200, C-201, C-202, C-203, C-204, C-205, C-206, C-207, C-208, C-209, C-210, C-211, C-212, C-213, C-214, C-215, C-216, C-217, C-218, C-219, C-220, C-221, C-222, C-223, C-224, C-225, C-226, C-227, C-228, C-229, C-230, C-231, C-232, C-233, C-234, C-235, C-236, C-237, C-238, C-239, C-240, C-241, C-242, C-243, C-244, C-245, C-246, C-247, C-248, C-249, C-250, C-251, C-252, C-253, C-254, C-255, C-256, C-257, C-258, C-259, C-260, C-261, C-262, C-263, C-264, C-265, C-266, C-267, C-268, C-269, C-270, C-271, C-272, C-273, C-274, C-275, C-276, C-277, C-278, C-279, C-280, C-281, C-282, C-283, C-284, C-285, C-286, C-287, C-288, C-289, C-290, C-291, C-292, C-293, C-294, C-295, C-296, C-297, C-298, C-299, C-300, C-301, C-302, C-303, C-304, C-305, C-306, C-307, C-308, C-309, C-310, C-311, C-312, C-313, C-314, C-315, C-316, C-317, C-318, C-319, C-320, C-321, C-322, C-323, C-324, C-325, C-326, C-327, C-328, C-329, C-330, C-331, C-332, C-333, C-334, C-335, C-336, C-337, C-338, C-339, C-340, C-341, C-342, C-343, C-344, C-345, C-346, C-347, C-348, C-349, C-350, C-351, C-352, C-353, C-354, C-355, C-356, C-357, C-358, C-359, C-360, C-361, C-362, C-363, C-364, C-365, C-366, C-367, C-368, C-369, C-370, C-371, C-372, C-373, C-374, C-375, C-376, C-377, C-378, C-379, C-380, C-381, C-382, C-383, C-384, C-385, C-386, C-387, C-388, C-389, C-390, C-391, C-392, C-393, C-394, C-395, C-396, C-397, C-398, C-399, C-400, C-401, C-402, C-403, C-404, C-405, C-406, C-407, C-408, C-409, C-410, C-411, C-412, C-413, C-414, C-415, C-416, C-417, C-418, C-419, C-420, C-421, C-422, C-423, C-424, C-425, C-426, C-427, C-428, C-429, C-430, C-431, C-432, C-433, C-434, C-435, C-436, C-437, C-438, C-439, C-440, C-441, C-442, C-443, C-444, C-445, C-446, C-447, C-448, C-449, C-450, C-451, C-452, C-453, C-454, C-455, C-456, C-457, C-458, C-459, C-460, C-461, C-462, C-463, C-464, C-465, C-466, C-467, C-468, C-469, C-470, C-471, C-472, C-473, C-474, C-475, C-476, C-477, C-478, C-479, C-480, C-481, C-482, C-483, C-484, C-485, C-486, C-487, C-488, C-489, C-490, C-491, C-492, C-493, C-494, C-495, C-496, C-497, C-498, C-499, C-500, C-501, C-502, C-503, C-504, C-505, C-506, C-507, C-508, C-509, C-510, C-511, C-512, C-513, C-514, C-515, C-516, C-517, C-518, C-519, C-520, C-521, C-522, C-523, C-524, C-525, C-526, C-527, C-528, C-529, C-530, C-531, C-532, C-533, C-534, C-535, C-536, C-537, C-538, C-539, C-540, C-541, C-542, C-543, C-544, C-545, C-546, C-547, C-548, C-549, C-550, C-551, C-552, C-553, C-554, C-555, C-556, C-557, C-558, C-559, C-560, C-561, C-562, C-563, C-564, C-565, C-566, C-567, C-568, C-569, C-570, C-571, C-572, C-573, C-574, C-575, C-576, C-577, C-578, C-579, C-580, C-581, C-582, C-583, C-584, C-585, C-586, C-587, C-588, C-589, C-590, C-591, C-592, C-593, C-594, C-595, C-596, C-597, C-598, C-599, C-600, C-601, C-602, C-603, C-604, C-605, C-606, C-607, C-608, C-609, C-610, C-611, C-612, C-613, C-614, C-615, C-616, C-617, C-618, C-619, C-620, C-621, C-622, C-623, C-624, C-625, C-626, C-627, C-628, C-629, C-630, C-631, C-632, C-633, C-634, C-635, C-636, C-637, C-638, C-639, C-640, C-641, C-642, C-643, C-644, C-645, C-646, C-647, C-648, C-649, C-650, C-651, C-652, C-653, C-654, C-655, C-656, C-657, C-658, C-659, C-660, C-661, C-662, C-663, C-664, C-665, C-666, C-667, C-668, C-669, C-670, C-671, C-672, C-673, C-674, C-675, C-676, C-677, C-678, C-679, C-680, C-681, C-682, C-683, C-684, C-685, C-686, C-687, C-688, C-689, C-690, C-691, C-692, C-693, C-694, C-695, C-696, C-697, C-698, C-699, C-700, C-701, C-702, C-703, C-704, C-705, C-706, C-707, C-708, C-709, C-710, C-711, C-712, C-713, C-714, C-715, C-716, C-717, C-718, C-719, C-720, C-721, C-722, C-723, C-724, C-725, C-726, C-727, C-728, C-729, C-730, C-731, C-732, C-733, C-734, C-735, C-736, C-737, C-738, C-739, C-740, C-741, C-742, C-743, C-744, C-745, C-746, C-747, C-748, C-749, C-750, C-751, C-752, C-753, C-754, C-755, C-756, C-757, C-758, C-759, C-760, C-761, C-762, C-763, C-764, C-765, C-766, C-767, C-768, C-769, C-770, C-771, C-772, C-773, C-774, C-775, C-776, C-777, C-778, C-779, C-780, C-781, C-782, C-783, C-784, C-785, C-786, C-787, C-788, C-789, C-790, C-791, C-792, C-793, C-794, C-795, C-796, C-797, C-798, C-799, C-800, C-801, C-802, C-803, C-804, C-805, C-806, C-807, C-808, C-809, C-810, C-811, C-812, C-813, C-814, C-815, C-816, C-817, C-818, C-819, C-820, C-821, C-822, C-823, C-824, C-825, C-826, C-827, C-828, C-829, C-830, C-831, C-832, C-833, C-834, C-835, C-836, C-837, C-838, C-839, C-840, C-841, C-842, C-843, C-844, C-845, C-846, C-847, C-848, C-849, C-850, C-851, C-852, C-853, C-854, C-855, C-856, C-857, C-858, C-859, C-860, C-861, C-862, C-863, C-864, C-865, C-866, C-867, C-868, C-869, C-870, C-871, C-872, C-873, C-874, C-875, C-876, C-877, C-878, C-879, C-880, C-881, C-882, C-883, C-884, C-885, C-886, C-887, C-888, C-889, C-890, C-891, C-892, C-893, C-894, C-895, C-896, C-897, C-898, C-899, C-900, C-901, C-902, C-903, C-904, C-905, C-906, C-907, C-908, C-909, C-910, C-911, C-912, C-913, C-914, C-915, C-916, C-917, C-918, C-919, C-920, C-921, C-922, C-923, C-924, C-925, C-926, C-927, C-928, C-929, C-930, C-931, C-932, C-933, C-934, C-935, C-936, C-937, C-938, C-939, C-940, C-941, C-942, C-943, C-944, C-945, C-946, C-947, C-948, C-949, C-950, C-951, C-952, C-953, C-954, C-955, C-956, C-957, C-958, C-959, C-960, C-961, C-962, C-963, C-964, C-965, C-966, C-967, C-968, C-969, C-970, C-971, C-972, C-973, C-974, C-975, C-976, C-977, C-978, C-979, C-980, C-981, C-982, C-983, C-984, C-985, C-986, C-987, C-988, C-989, C-990, C-991, C-992, C-993, C-994, C-995, C-996, C-997, C-998, C-999, C-1000, C-1001, C-1002, C-1003, C-1004, C-1005, C-1006, C-1007, C-1008, C-1009, C-1010, C-1011, C-1012, C-1013, C-1014, C-1015, C-1016, C-1017, C-1018, C-1019, C-1020, C-1021, C-1022, C-1023, C-1024, C-1025, C-1026, C-1027, C-1028, C-1029, C-1030, C-1031, C-1032, C-1033, C-1034, C-1035, C-1036, C-1037, C-1038, C-1039, C-1040, C-1041, C-1042, C-1043, C-1044, C-1045, C-1046, C-1047, C-1048, C-1049, C-1050, C-1051, C-1052, C-1053, C-1054, C-1055, C-1056, C-1057, C-1058, C-1059, C-1060, C-1061, C-1062, C-1063, C-1064, C-1065, C-1066, C-1067, C-1068, C-1069, C-1070, C-1071, C-1072, C-1073, C-1074, C-1075, C-1076, C-1077, C-1078, C-1079, C-1080, C-1081, C-1082, C-1083, C-1084, C-1085, C-1086, C-1087, C-1088, C-1089, C-1090, C-1091, C-1092, C-1093, C-1094, C-1095, C-1096, C-1097, C-1098, C-1099, C-1100, C-1101, C-1102, C-1103, C-1104, C-1105, C-1106, C-1107, C-1108, C-1109, C-1110, C-1111, C-1112, C-1113, C-1114, C-1115, C-1116, C-1117, C-1118, C-1119, C-1120, C-1121, C-1122, C-1123, C-1124, C-1125, C-1126, C-1127, C-1128, C-1129, C-1130, C-1131, C-1132, C-1133, C-1134, C-1135, C-1136, C-1137, C-1138, C-1139, C-1140, C-1141, C-1142, C-1143, C-1144, C-1145, C-1146, C-1147, C-1148, C-1149, C-1150, C-1151, C-1152, C-1153, C-1154, C-1155, C-1156, C-1157, C

^{1/} These are mileages of routes that are serving interstate traffic at the present time.^{2/} Consists of bituminous (twined and mixed bituminous surfaces) (Types F, O-1, and K-1).
Consists of bituminous penetration, bituminous concrete, sheet asphalt, and portland cement concrete surfaces (Types B-2, W-2, 1, and J).

Included are completed sections on final Interstate System locations open to and serving interstate traffic, and those existing routes that will be replaced eventually by a new road.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—URBAN—1971¹ SURFACED MILEAGE CLASSIFIED BY WIDTH

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

TABLE INT-9
OCTOBER 1972

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	-	-	-	9	2	4	21	167	203	Alabama
Alaska	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	1	-	-	3	-	72	76	Arizona
Arkansas	-	-	-	-	-	-	-	61	61	Arkansas
California	-	2	1	3	2	2	13	693	716	California
Colorado	1	-	-	-	-	-	-	97	98	Colorado
Connecticut	-	1	1	-	1	2	2	171	178	Connecticut
Delaware	-	-	-	-	-	-	-	30	30	Delaware
Florida	2	1	-	11	4	4	10	234	266	Florida
Georgia	-	-	-	7	4	3	5	179	198	Georgia
Hawaii	1	1	1	1	1	-	3	21	29	Hawaii
Idaho	-	-	-	-	-	-	-	29	29	Idaho
Illinois	-	11	3	19	3	10	14	366	426	Illinois
Indiana	-	-	-	-	-	5	9	169	183	Indiana
Iowa	-	-	2	3	2	3	3	96	109	Iowa
Kansas	-	-	-	-	-	1	5	105	111	Kansas
Kentucky	-	5	1	-	2	4	5	86	103	Kentucky
Louisiana	-	5	-	11	-	4	1	98	119	Louisiana
Maine	-	2	-	2	1	2	1	26	34	Maine
Maryland	-	-	-	-	-	1	4	175	180	Maryland
Massachusetts	-	-	-	-	-	1	1	215	217	Massachusetts
Michigan	-	-	-	-	1	1	2	371	375	Michigan
Minnesota	-	3	2	21	3	7	9	215	260	Minnesota
Mississippi	-	-	-	4	-	1	1	119	125	Mississippi
Missouri	-	-	1	3	-	-	-	205	209	Missouri
Montana	-	-	-	1	-	-	-	29	30	Montana
Nebraska	-	-	-	1	-	-	-	34	35	Nebraska
Nevada	-	-	-	1	-	-	-	19	20	Nevada
New Hampshire	-	-	-	-	-	-	-	34	34	New Hampshire
New Jersey	-	-	-	-	-	21	3	208	232	New Jersey
New Mexico	-	-	-	8	-	-	-	73	81	New Mexico
New York	-	4	3	5	5	3	-	557	577	New York
North Carolina	-	2	3	13	-	5	5	120	148	North Carolina
North Dakota	-	-	-	-	-	-	12	12	12	North Dakota
Ohio	-	3	-	2	15	22	4	524	570	Ohio
Oklahoma	-	-	-	-	-	-	-	163	163	Oklahoma
Oregon	-	2	1	-	-	1	-	108	112	Oregon
Pennsylvania	5	2	7	22	19	19	10	251	335	Pennsylvania
Rhode Island	-	10	-	-	-	8	1	49	68	Rhode Island
South Carolina	-	-	-	9	-	3	2	82	96	South Carolina
South Dakota	-	2	-	2	-	-	-	15	19	South Dakota
Tennessee	-	-	7	2	4	5	15	166	199	Tennessee
Texas	-	-	-	2	-	6	19	793	820	Texas
Utah	-	1	-	3	1	-	5	76	86	Utah
Vermont	1	-	-	-	1	-	-	12	14	Vermont
Virginia	-	1	2	1	10	7	2	174	197	Virginia
Washington	-	-	-	2	-	1	7	206	216	Washington
West Virginia	7	1	3	4	7	9	3	28	62	West Virginia
Wisconsin	-	-	-	-	-	-	-	73	73	Wisconsin
Wyoming	-	-	-	1	1	1	-	17	21	Wyoming
Dist. of Col.	-	-	-	-	1	1	1	25	28	Dist. of Col.
Total	17	99	39	173	90	170	187	7,848	8,583	Total

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by new roads.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1971¹
SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE 1 OF-15
SHEET 1 OF 2
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL												STATE
	AVERAGE DAILY TRAFFIC VOLUMES												
	LESS THAN 400	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-5,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED	
Alabama	-	4	5	138	111	376	100	22	12	-	6	774	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	18	46	81	108	807	115	12	7	2	-	1,177	Arizona
Arkansas	-	-	23	2	-	285	110	-	-	-	-	-	Arkansas
California	25	18	2	42	213	354	396	109	349	61	104	-	California
Colorado	-	8	94	225	225	141	69	61	30	17	-	-	Colorado
Connecticut	-	32	8	11	2	25	19	30	33	17	-	-	Connecticut
Delaware	-	-	6	-	-	-	-	-	-	-	-	-	Delaware
Florida	7	4	77	134	70	410	336	127	30	5	1	-	Florida
Georgia	4	72	69	18	42	202	260	117	50	1	6	-	Georgia
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii
Idaho	-	82	86	41	121	190	26	4	-	-	-	-	Idaho
Illinois	-	21	101	124	115	450	439	39	40	1	-	-	Illinois
Indiana	2	34	33	46	20	412	286	118	21	-	-	-	Indiana
Iowa	1	25	46	68	284	213	50	-	-	-	-	-	Iowa
Kansas	-	21	192	284	213	50	-	-	-	-	-	-	Kansas
Kentucky	-	-	-	38	5	110	268	193	82	9	-	-	Kentucky
Louisiana	-	-	4	35	13	265	177	30	38	-	-	-	Louisiana
Maine	6	3	77	46	12	84	42	18	17	23	-	-	Maine
Maryland	-	-	-	-	-	2	-	-	-	-	-	-	Maryland
Massachusetts	-	-	-	-	11	58	22	44	71	25	6	-	Massachusetts
Michigan	-	13	57	54	11	22	14	18	13	2	-	-	Michigan
Minnesota	-	10	10	17	176	195	3	4	5	-	-	-	Minnesota
Mississippi	2	-	-	30	3	384	42	11	5	-	-	-	Mississippi
Missouri	4	109	23	23	21	72	286	130	48	32	-	-	Missouri
Montana	6	-	332	188	49	22	28	-	-	-	-	-	Montana
Nebraska	6	-	109	20	69	11	-	-	-	-	-	-	Nebraska
Nevada	-	-	109	307	20	69	11	3	-	-	-	-	Nevada
New Hampshire	-	51	26	39	9	17	12	-	-	-	-	-	New Hampshire
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	New Jersey
New Mexico	-	194	199	46	77	464	205	144	25	4	-	-	New Mexico
New York	-	1	80	69	331	351	365	144	25	-	-	-	New York
North Carolina	1	26	30	33	29	280	188	117	32	-	-	-	North Carolina
North Dakota	64	103	223	116	14	160	304	135	73	8	6	-	North Dakota
Ohio	-	-	27	19	360	309	338	73	-	-	-	-	Ohio
Oklahoma	-	-	31	41	159	382	38	-	-	-	-	-	Oklahoma
Oregon	2	-	119	95	101	191	79	49	37	2	-	-	Oregon
Pennsylvania	-	4	22	50	58	314	402	175	107	-	-	-	Pennsylvania
Rhode Island	-	6	13	6	6	6	6	-	-	-	-	-	Rhode Island
South Carolina	-	-	106	145	286	59	-	-	-	-	-	-	South Carolina
South Dakota	-	93	284	135	107	78	3	-	-	-	-	-	South Dakota
Tennessee	56	24	108	111	436	272	30	10	8	3	-	-	Tennessee
Texas	12	241	138	131	283	925	370	130	37	1	1	-	Texas
Utah	-	132	157	270	116	74	12	22	16	3	-	-	Utah
Vermont	-	8	35	68	44	14	19	-	-	-	-	-	Vermont
Virginia	-	15	97	6	87	157	15	67	27	7	-	-	Virginia
Washington	-	30	6	34	360	99	149	62	9	-	-	-	Washington
West Virginia	-	55	88	131	35	111	11	-	-	-	-	-	West Virginia
Wisconsin	-	-	18	13	113	136	85	20	16	-	-	-	Wisconsin
Wyoming	-	2	38	17	108	17	-	-	-	-	-	-	Wyoming
Dist. of Col.	-	-	298	99	-	-	-	-	-	-	-	-	Dist. of Col.
Total	66	640	2,127	3,201	3,310	10,778	5,562	3,003	1,466	286	137	64	Total

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1971¹

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE HRS-15
SECTION 2 OF 2
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

STATE	INTERSTATE HIGHWAY SYSTEM - URBAN													STATE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 1,000	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-PAVED	TOTAL SURFACE	
Alabama	-	-	-	-	7	31	32	26	82	14	5	6	203	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	1	20	7	7	21	5	23	-	76	Arizona
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	61	Arkansas
California	1	1	1	5	3	10	25	35	115	70	451	-	716	California
Colorado	-	-	-	1	3	16	9	15	31	14	23	-	98	Colorado
Connecticut	-	-	-	-	3	9	22	7	17	26	80	-	178	Connecticut
Delaware	-	-	-	-	-	-	-	-	3	12	15	-	30	Delaware
Florida	-	-	-	1	1	33	37	29	52	34	70	-	266	Florida
Georgia	-	-	-	1	9	17	24	11	2	6	16	-	127	Georgia
Hawaii	-	-	-	-	-	-	4	1	-	-	-	-	29	Hawaii
Idaho	-	-	2	3	3	16	5	-	-	-	-	-	59	Idaho
Illinois	-	-	-	-	2	51	69	51	81	58	112	-	426	Illinois
Indiana	-	-	1	-	3	20	37	29	37	40	14	3	183	Indiana
Iowa	-	-	1	13	10	15	35	14	6	2	8	-	103	Iowa
Kansas	-	-	-	-	-	5	17	23	18	10	37	-	133	Kansas
Kentucky	-	-	-	-	3	20	24	15	25	14	59	2	134	Kentucky
Louisiana	2	-	1	1	3	7	16	4	7	3	7	-	34	Louisiana
Maine	-	-	-	-	-	2	1	5	22	29	121	-	180	Maine
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	121	Maryland
Massachusetts	-	-	-	-	-	13	13	24	78	27	60	-	217	Massachusetts
Michigan	-	-	3	3	3	36	45	22	151	151	151	-	375	Michigan
Minnesota	-	-	3	3	3	36	45	22	151	151	151	-	375	Minnesota
Mississippi	-	-	-	-	3	36	45	22	151	151	151	-	375	Mississippi
Missouri	-	-	-	-	-	-	2	27	149	40	92	-	299	Missouri
Montana	-	1	3	6	9	7	-	-	-	-	-	-	200	Montana
Nebraska	-	-	-	-	-	9	3	5	5	3	-	-	35	Nebraska
Nevada	-	-	-	-	-	6	-	-	5	3	-	-	20	Nevada
New Hampshire	-	-	-	10	-	13	3	6	12	56	125	-	34	New Hampshire
New Jersey	-	-	7	-	4	15	26	4	9	1	7	-	232	New Jersey
New Mexico	-	-	-	-	-	4	15	26	4	9	1	-	232	New Mexico
New York	-	-	-	9	4	69	197	16	30	23	295	-	577	New York
North Carolina	-	-	-	-	-	33	17	37	45	10	6	-	148	North Carolina
North Dakota	2	-	2	5	1	1	40	9	1	1	13	1	12	North Dakota
Ohio	-	-	3	3	1	1	55	24	34	29	15	-	163	Ohio
Oklahoma	-	-	-	-	1	1	24	34	29	15	4	-	163	Oklahoma
Oregon	-	-	-	-	-	20	19	16	39	28	23	-	112	Oregon
Pennsylvania	-	-	1	4	3	46	62	51	111	28	23	-	315	Pennsylvania
Rhode Island	-	-	1	1	1	28	5	8	8	1	19	-	68	Rhode Island
South Carolina	-	-	-	-	2	19	30	15	27	4	-	-	96	South Carolina
South Dakota	-	-	2	-	-	5	7	1	-	-	-	-	19	South Dakota
Tennessee	-	1	-	4	3	106	120	115	137	94	223	11	899	Tennessee
Texas	-	-	-	3	10	106	120	115	137	94	223	11	899	Texas
Utah	-	1	1	3	4	11	11	12	19	12	13	-	86	Utah
Vermont	-	-	-	-	-	9	2	3	-	-	-	-	15	Vermont
Virginia	-	-	2	1	2	11	30	16	50	22	61	-	197	Virginia
Washington	-	-	-	1	1	6	13	5	26	130	-	-	216	Washington
West Virginia	-	-	2	1	4	35	1	3	14	-	-	-	32	West Virginia
Wisconsin	-	-	-	-	-	1	4	2	13	4	39	-	73	Wisconsin
Wyoming	-	-	-	-	-	1	4	2	4	-	-	-	13	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	2	7	7	13	-	28	Dist. of Col.
Total	6	4	28	45	112	343	1,010	1,234	971	1,627	999	22	8,583	Total

1/ These are estimates of motor vehicle and truck interstate traffic at the present time. Included are completed sections on final interstate system locations open to serving interstate traffic, and those existing routes that will be replaced eventually by new interstate routes.

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by new routes.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1971

SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE INT-110
SHEET 1 OF 2
OCTOBER 1972Mileage as of December 31, 1971 compiled
in cooperation with State authorities

INTERSTATE HIGHWAY SYSTEM - RURAL														
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES												TOTAL RURAL SURFACED MILEAGE	
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER		UN- CLASSI- FIED
Undivided: Under 20 feet	-	11	63	65	31	11	20	-	9	-	-	-	-	201
20-21	8	148	212	186	186	130	113	2	7	1	-	-	-	84
22-23	-	82	156	246	184	125	211	48	16	-	-	-	-	1,099
24-26	3	292	751	935	697	450	171	16	3	3	-	-	-	3,941
27-43	-	3	33	42	42	72	160	26	16	-	-	-	-	393
44-47	-	37	33	5	3	19	20	13	5	5	-	-	-	107
48 and over	2	22	-	32	40	29	68	39	31	12	3	-	-	278
Total Undivided	19	481	1,186	1,606	1,253	875	1,437	216	87	22	3	-	-	7,185
Divided: No access control: Less than 44	-	-	-	-	1	-	2	11	1	2	-	-	-	17
44-47	-	-	-	1	11	15	59	218	18	3	2	-	-	109
48 and over	-	-	2	35	248	218	288	200	72	7	7	-	-	775
Subtotal	-	-	2	1	36	105	275	311	109	77	7	-	-	901
Partial access control: 1/	-	-	-	-	-	-	9	2	8	-	-	-	-	11
Less than 44	-	-	-	-	-	5	27	36	42	3	3	-	-	122
44-47	-	-	1	26	19	104	221	276	61	8	2	-	-	869
48 and over	-	-	2	26	19	105	257	311	155	103	11	6	-	1,002
Subtotal	-	-	2	26	19	109	257	311	155	103	11	6	-	1,002
Full access control: 1/	-	-	-	33	7	42	47	8	15	-	-	-	8	145
Less than 44	-	-	-	-	-	2	7	1	15	7	2	-	-	34
44-47	47	159	937	1,534	2,375	2,117	8,175	4,735	2,617	1,287	263	131	56	25,093
48 and over	47	159	937	1,567	2,382	2,221	8,169	4,744	2,632	1,294	265	131	64	25,272
Subtotal	47	159	941	1,595	2,437	2,435	9,341	5,346	2,916	1,474	283	137	64	27,175
Total Divided	47	159	941	1,595	2,437	2,435	9,341	5,346	2,916	1,474	283	137	64	27,175
Total Surfaced Mileage	66	640	2,127	3,201	3,690	3,310	10,778	5,562	3,003	1,496	286	137	64	34,360

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1971

SURFACED MILEAGE CLASSIFIED BY WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE IMP-110
SHEET 2 OF 2
OCTOBER 1972

Mileage as of December 31, 1971 compiled
in cooperation with State authorities

INTERSTATE HIGHWAY SYSTEM - URBAN													
SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES										40,000 AND OVER	UN- CLASSI- FIED	TOTAL URBAN SURFACED MILEAGE
	LESS THAN 400	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999			
Undivided:													
Under 20 feet:													
20-21	-	-	1	1	2	12	1	4	-	-	-	-	17
22-23	-	1	1	4	3	15	15	4	-	-	-	-	59
24-25	-	-	2	2	4	15	14	4	-	-	-	-	39
26-28	-	4	1	6	10	65	56	21	10	-	-	-	173
27-35	-	-	-	1	3	24	29	17	15	-	1	-	90
36-43	-	2	-	-	1	27	49	34	13	7	2	-	145
44-47	-	-	-	-	2	35	53	33	11	6	1	-	149
48 and over	2	-	4	17	4	48	79	47	132	38	87	3	461
Total Undivided	2	7	7	31	29	232	273	141	204	54	90	3	1,073
Divided:													
No access control:													
Less than 44	-	-	-	-	-	1	12	3	1	9	5	-	10
44-47	-	-	-	-	4	21	93	81	148	83	113	-	50
48 and over	-	1	-	-	5	34	105	95	161	101	118	-	551
Subtotal	-	1	-	-	5	55	205	179	312	191	236	-	620
Partial access control: 1/													
Less than 44	-	-	-	-	-	-	8	5	1	1	-	-	1
44-47	-	4	1	4	3	19	29	21	88	1	1	-	31
48 and over	-	4	1	4	3	19	47	36	105	9	10	-	236
Subtotal	-	8	2	8	6	38	86	62	194	10	21	-	268
Full access control: 1/													
Less than 44	-	-	-	-	-	-	1	1	-	1	2	-	5
44-47	-	17	37	77	106	725	808	698	5	9	3	-	17
48 and over	4	3	37	77	106	725	808	698	1,157	835	2,164	19	6,652
Subtotal	4	20	112	112	143	1,010	1,234	971	1,657	999	2,382	22	8,983
Total Divided	4	21	38	81	114	778	961	830	1,463	945	2,392	19	7,510
Total Surfaced	6	28	45	112	143	1,010	1,234	971	1,657	999	2,382	22	8,983
1/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.													

HIGHWAY STATISTICS FOR THE COMMONWEALTH OF PUERTO RICO--1971 MOTOR FUEL, VEHICLES, AND FINANCE

244

Highway Statistics, 1971

Compiled for the calendar year from reports of Commonwealth Authorities

TABLE PH-1
SHEET 1 OF 2
AUGUST 1972

REPORT OF COMMISSIONER OF HIGHWAYS

MOTOR FUEL, MOTOR VEHICLES, AND DRIVER LICENSES		HIGHWAY AND RELATED FINANCE		COMMON-WEALTH		LOCAL GOVERNMENTS ^{1/}	
						ROADS AND STREETS	PARKING
							FUNCTIONS

^{1/} Aviation gasoline, taxed at 2 cents per gallon.
^{2/} An understated number of ambulances and hearses are included with trucks.
^{3/} Includes short term notes \$13,270 issued, \$22,694 redeemed and \$151,916 outstanding at end of year.
^{4/} Appropriations from State general funds paid directly to municipalities.





HIGHWAY STATISTICS—1971

STATE	RESIDENT POPULATION	LICENSED DRIVERS	REGISTERED MOTOR VEHICLES	PERSONS PER VEHICLE	HIGHWAY FUEL CONSUMED	MILES OF ROADS AND STREETS	STATE REVENUE FOR HIGHWAYS	STATE EXPENDITURES FOR HIGHWAYS
	In thousands	In thousands	In thousands		Thousands of gallons		Thousands of dollars	Thousands of dollars
Alabama	3,487	1,801	2,093	1.7	1,772,744	79,036	312,154	314,916
Alaska	313	147	151	2.1	105,318	7,817	112,907	111,334
Arizona	1,862	1,173	1,185	1.6	1,061,023	47,085	167,184	175,657
Arkansas	1,951	1,081	1,075	1.8	1,101,356	78,680	167,370	172,807
California	20,287	12,130	12,367	1.6	9,817,785	165,990	1,485,583	1,465,512
Colorado	2,277	1,475	1,548	1.5	1,203,726	81,870	208,812	207,773
Connecticut	3,068	1,760	1,791	1.7	1,318,714	18,531	349,878	307,731
Delaware	559	340	317	1.8	279,810	5,104	78,887	77,287
Florida	7,025	4,084	4,534	1.5	3,585,727	93,310	704,831	546,270
Georgia	4,664	2,731	2,753	1.7	2,694,752	100,214	320,742	309,917
Hawaii	790	524	426	1.9	251,888	3,591	69,346	61,922
Idaho	737	501	509	1.4	418,618	57,144	79,995	82,777
Illinois	11,182	5,903	5,417	2.1	4,673,175	130,187	1,105,645	988,727
Indiana	5,244	2,804	2,903	1.8	2,762,917	90,908	425,805	414,475
Iowa	1,689	1,689	1,842	1.6	1,534,368	112,831	294,034	324,558
Kansas	2,257	1,496	1,599	1.4	1,214,393	134,182	197,576	190,200
Kentucky	3,276	1,626	1,560	1.8	1,620,079	69,123	620,260	411,857
Louisiana	3,693	1,813	1,832	2.0	1,600,726	53,340	442,329	372,953
Maine	1,012	540	537	1.9	510,639	21,424	116,051	122,030
Maryland	4,007	2,073	2,003	2.0	1,728,041	26,522	365,320	432,551
Massachusetts	5,762	3,060	2,700	2.1	2,255,736	29,355	425,498	347,852
Michigan	8,996	5,213	4,740	1.9	4,281,578	115,064	667,126	645,544
Minnesota	3,860	2,368	2,293	1.7	1,930,372	127,744	309,763	321,564
Mississippi	2,250	1,309	1,176	1.9	1,156,926	66,766	258,231	242,412
Missouri	4,717	2,719	2,498	1.9	2,576,890	115,544	339,105	356,968
Montana	710	421	511	1.4	433,469	77,920	122,543	121,976
Nebraska	1,508	1,033	1,033	1.5	829,508	98,765	143,226	149,879
Nevada	510	354	373	1.4	357,477	49,702	72,140	76,151
New Hampshire	758	441	375	2.0	375,483	14,926	87,380	77,866
New Jersey	7,305	4,074	3,737	2.0	3,089,867	32,237	573,449	568,928
New Mexico	1,045	600	661	1.6	674,269	68,371	113,220	110,511
New York	18,349	8,278	6,891	2.7	5,858,953	106,490	1,269,878	1,271,851
North Carolina	5,158	2,835	3,002	1.7	2,629,422	86,478	522,783	415,547
North Dakota	628	341	444	1.4	314,700	106,530	78,919	79,552
Ohio	10,739	5,948	6,043	1.8	4,925,210	109,240	885,012	860,500
Oklahoma	2,600	1,657	1,789	1.5	1,528,246	107,872	291,905	315,669
Oregon	2,139	1,360	1,432	1.5	1,189,971	97,453	268,472	269,738
Pennsylvania	11,901	6,313	6,011	2.0	4,869,303	115,658	1,135,852	1,176,352
Rhode Island	959	527	509	1.9	364,156	5,461	47,335	53,617
South Carolina	2,633	1,460	1,383	1.9	1,374,473	59,629	172,662	178,063
South Dakota	674	419	442	1.5	379,636	84,078	86,276	85,833
Tennessee	3,994	2,088	2,136	1.9	2,048,505	80,290	361,160	314,974
Texas	11,428	6,596	6,984	1.6	6,715,212	248,340	735,395	732,116
Utah	1,095	572	711	1.5	580,675	40,981	117,177	109,402
Vermont	454	268	237	1.9	236,318	14,512	74,164	75,938
Virginia	4,720	2,463	2,410	2.0	2,371,619	61,508	515,562	488,524
Washington	3,442	1,966	2,163	1.6	1,624,014	80,219	433,158	404,032
West Virginia	1,768	982	826	2.1	775,824	35,941	413,437	399,326
Wisconsin	4,473	2,465	2,230	2.0	2,021,468	103,352	280,464	276,478
Wyoming	3,379	232	257	1.3	267,041	40,540	72,955	70,880
Dist. of Col.	753	315	260	2.9	255,177	1,087	57,716	63,593
Total, 50 States and Dist. of Col.	206,218	114,397	112,999	1.8	97,547,142	3,758,942	18,523,450	17,746,290
Puerto Rico	2,690	614	528	5.1	470,785	6,745	217,166	209,579
Total	208,908	115,011	113,527	1.8	98,017,927	3,765,687	18,740,616	17,955,869

MOTOR FUEL

Consumption

Rates and Revenues

MOTOR VEHICLES

Registration

Drivers' Licenses

Rates and Revenues

Travel Characteristics

FEDERAL TAXES

Receipts

Highway Trust Fund

HIGHWAY FINANCES

Summary for Units of Government

Federal Highway Finance

State Highway Finance

Local Road and Street Finance

MILEAGE OF ROADS AND STREETS

National Summaries

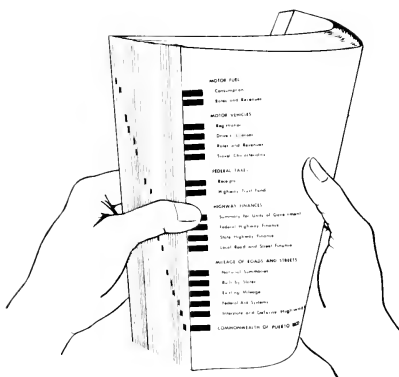
Built by States

Existing Mileage

Federal-Aid Systems

Interstate and Defense Highways

COMMONWEALTH OF PUERTO RICO



HOW TO USE THIS INDEX

Place left thumb on the outer edge of this page. To locate the desired entry, fold back the remaining page edges and align the index edge mark with the appropriate page edge mark.